


THE ILLUSTRATED LONDON NEWS.



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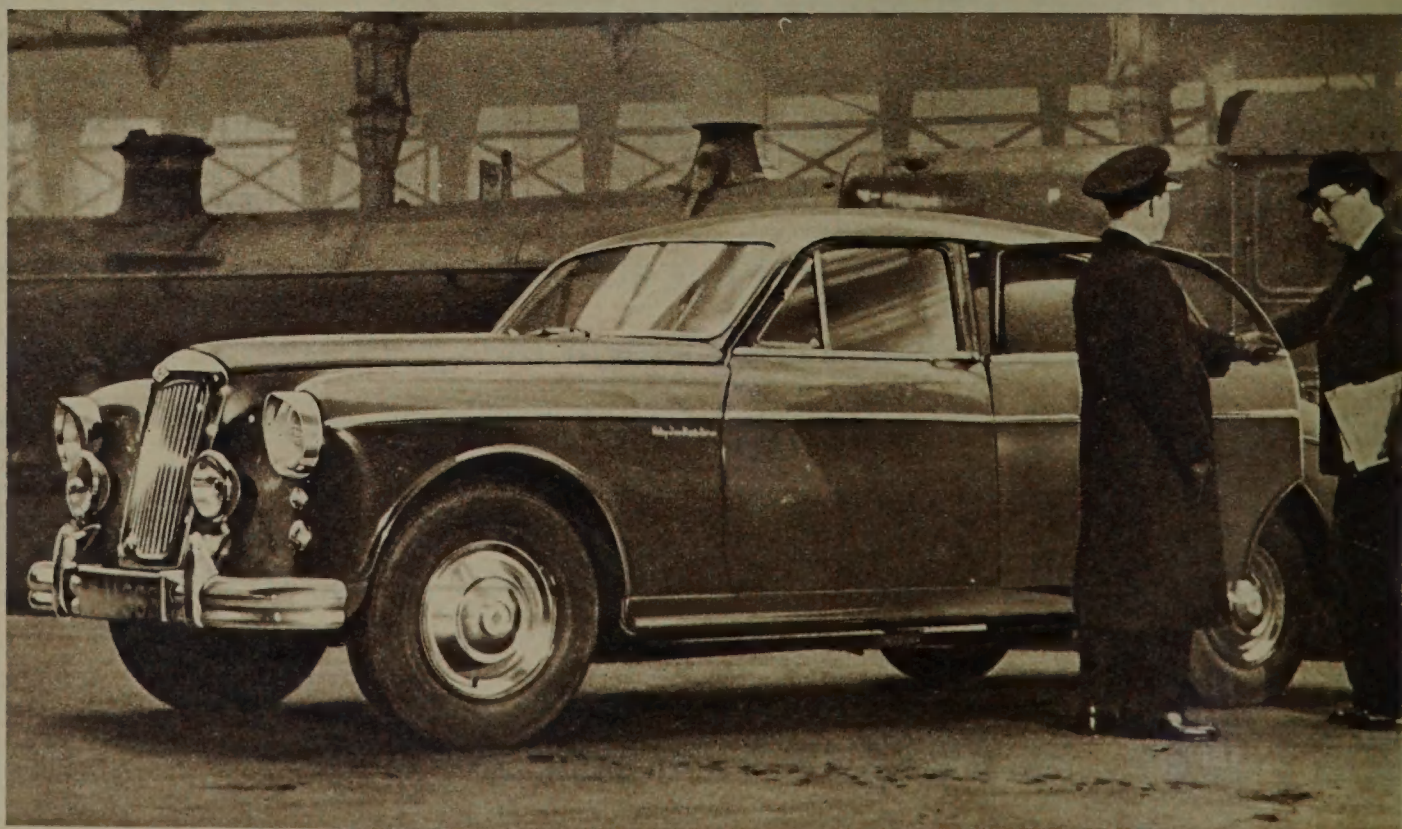
The clean-cut elegance of continental lines combines with superb six-cylinder power and luxury equipment in the new 'Two-Point-Six'. And with fully Automatic Transmission, driving is effortless and safe.

The new six-cylinder engine gives its willing power with hardly a murmur. An entirely new suspension adds still further to Riley's traditional excellence in road-holding harmony. Brakes are power assisted. And there is comfort for six in rich two-tone leather seating surrounded by such top quality features as polished walnut veneer instrument panel and door cappings.

Three transmissions to choose from.

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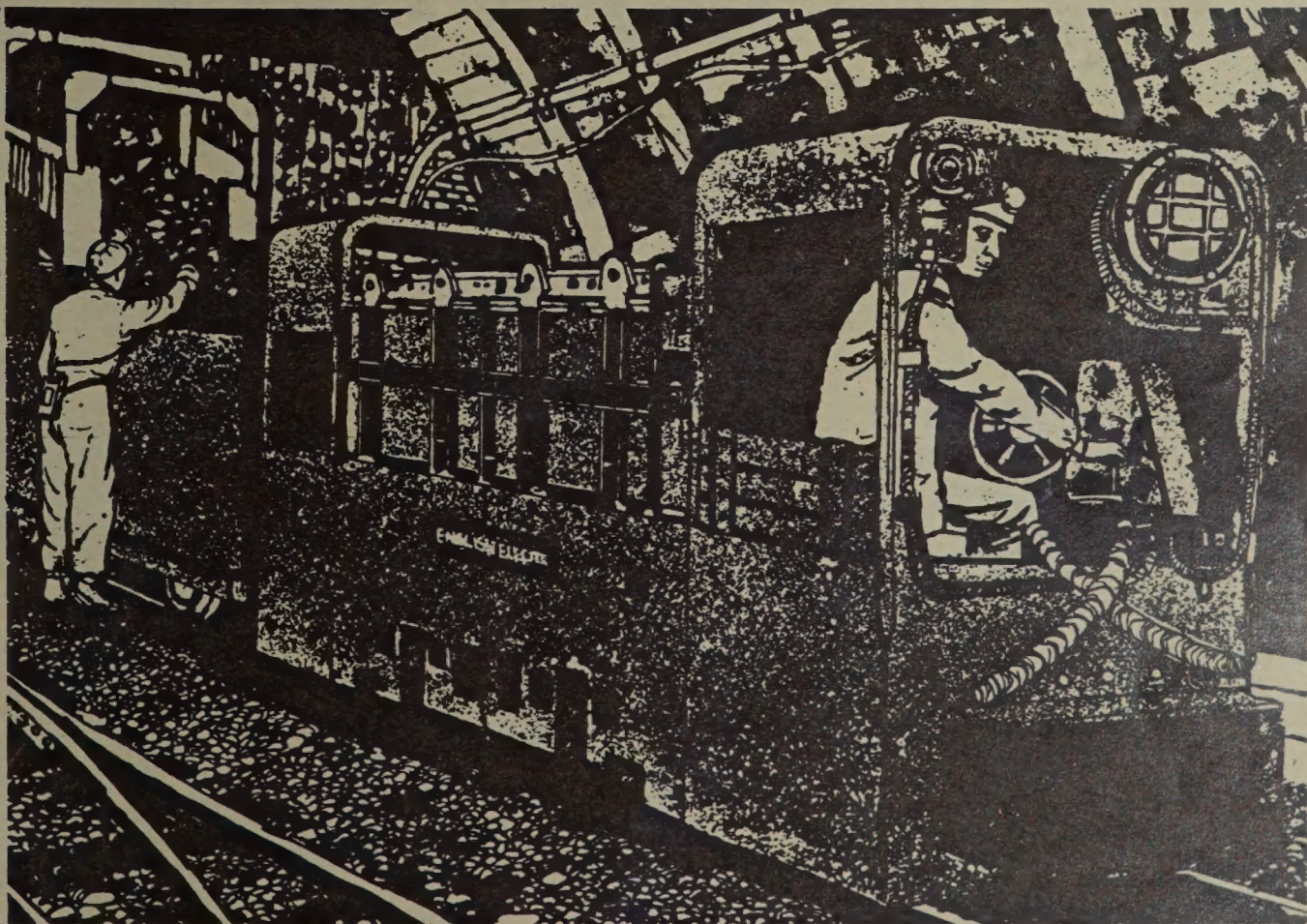
'ENGLISH ELECTRIC'

Atomic power is in the news, and people are rightly interested in projects like the new 500,000-kilowatt atomic power station at Hinkley Point, for which, as for so many of Britain's conventional power stations, ENGLISH ELECTRIC is supplying the generating plant and distribution equipment. None the less, 86 per cent of Britain's power still comes from coal, and the efficiency of British mines remains of vital national importance. Here also ENGLISH ELECTRIC contributes significantly, by supplying equipment for the mines themselves—such as the main winder drive at pit heads like this.



bringing you

Underground, too, where the coal is won, electricity plays its part in speeding production. Electrically powered cutters work faster than any human, and relieve skilled miners for work at difficult seams. Electrically powered conveyors send the coal to the main haulage ways, where it is loaded into tubs and taken to the pit shaft in special trains—hailed in this picture by an ENGLISH ELECTRIC battery-operated locomotive. Thus electricity brings better working conditions to people in the coal industry, and higher living standards to the population who benefit from the coal they produce.



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A splendid example of Barling genius, that combines comfort and cool smoking. The special mouthpiece and overall light weight provide the comfort; the sturdy, mellow briar bowl keeps your smoke from getting too hot.

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OF
CROWNS**

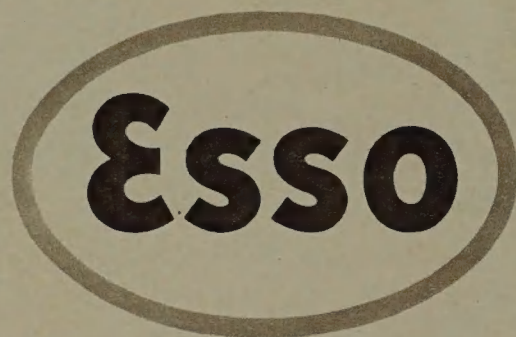
LIEBFRAUMILCH



If this fine wine—with the triangular label—isn't on your wine merchant's list please write for nearest supplier to Percy Fox & Co. Ltd., 38 King William St, London, E.C.4

A Langenbach Hock

Saves your engine wear and toil!



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with its special service for travellers. The Bessborough Banqueting Suite and the Travellers' Bar are notable amenities.

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where the season is all-the-year-round. Here is all the luxury of a London hotel in a gay, invigorating setting. Its Bar Monaco is the finest on the South Coast.

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one of the world's leading luxury hotels. Flawless service, superb cuisine and wine cellars. The most fashionable rendezvous in the Principality.

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IF you know just how good a Sherry can be . . . if you appreciate the delight of a perfect Fino, exquisite in flavour, just full enough in body, just dry enough for the most discriminating palate, there is no Sherry quite comparable with Domecq's "La Ina."

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LA INA
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Remembering the most popular 'DOUBLE CENTURY' and delicious 'CELEBRATION CREAM' for the sweeter palates

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YOU CAN'T SAY BETTER THAN BOOTH'S—THE FINEST DRY GIN OF ALL



I love

APRY

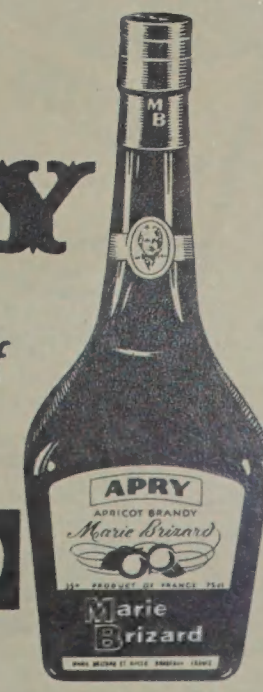
the liqueur of the Apricot

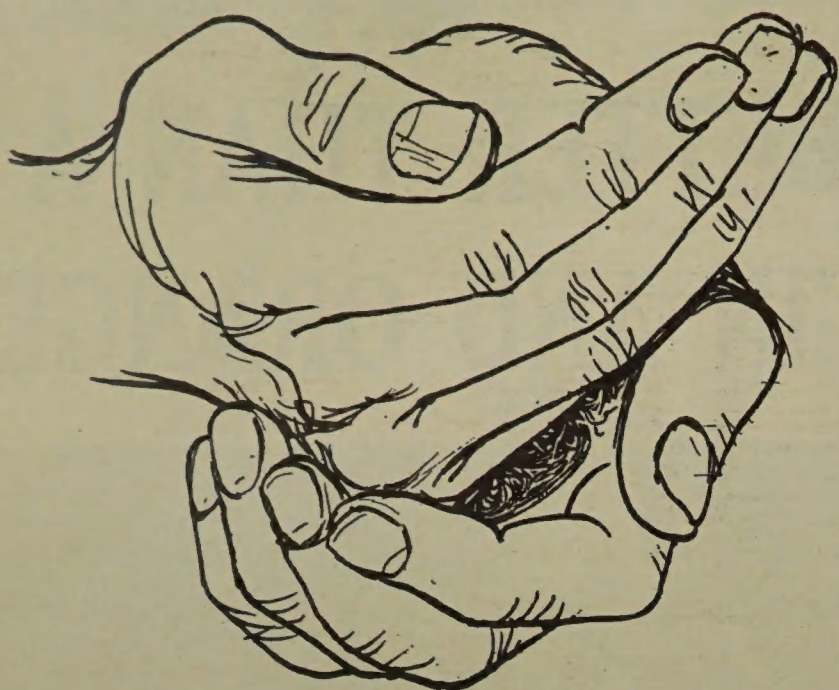
Made by

MARIE BRIZARD



who also make the perfect Creme-de-Menthe-liqueur of the mint!





rub your hands with
enjoyment . . .

Take a slice of Player's Medium Navy Cut; rub it in your hands. Smell the richness. Fill your pipe. *Then* you'll discover that *fresh-rubbed* Player's Medium, made from matured tobacco, has an *extra* flavour. Ask for Player's Medium in the vacuum-sealed tin to be sure of ever fresh enjoyment.



PLAYER'S MEDIUM Navy Cut
1 ounce airtight tin 4/11½

[NCT 106G]

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talking—
taste
Mackinlay's



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for a truly satisfying whisky, the
discriminating man always tries
to obtain Mackinlay's. He knows
it is certainly one of the finest—
and one of Scotland's oldest
proprietary brands.

MACKINLAY'S
SCOTCH WHISKY
ESTD. 1820

as blended by the
Mackinlay family
for four generations



a little
more to pay
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Yes, Extra Dry Beefeater gin costs a little more than ordinary gin . . . but what a difference that little extra buys. This is luxury gin . . . triple distilled from GRAIN for extra dryness . . . crystal clearness and soft velvety mellowness. You've never tasted a gin like it.

Try some, you'll agree the difference in price is absurdly small for the added enjoyment it gives you . . . every time. Ask your wine merchant for Extra Dry Beefeater. 37/- a bottle.



EXTRA DRY
Beefeater Gin

James Burrough Limited, London, S.E.11 Distillers of fine gin since 1820

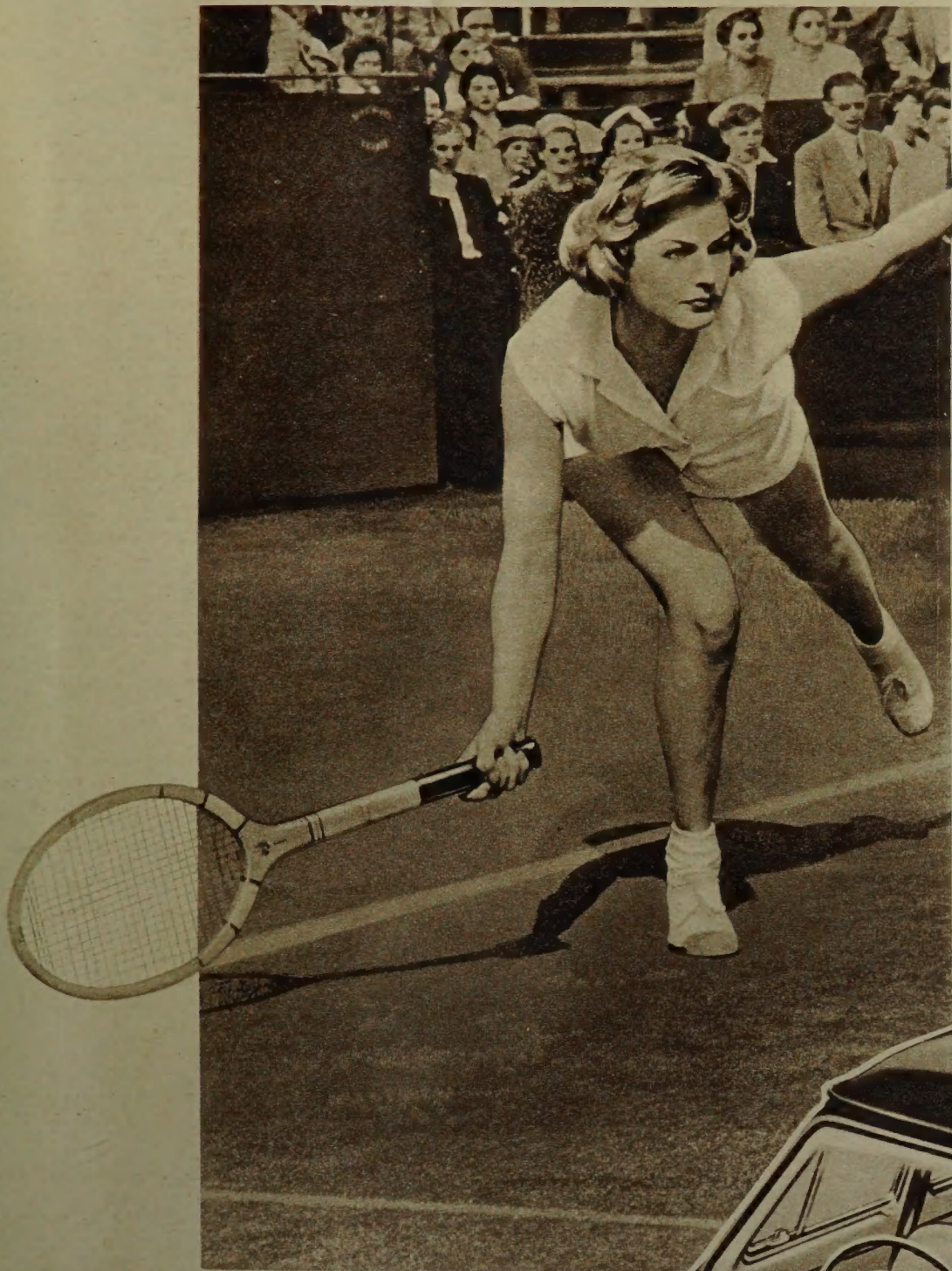
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ONE OF THE WORLD'S
FINEST LEATHERS BY
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These fine Lightweight Brogue shoes,
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have the new sleekline styling.
Mellowed by an antique finish they
are leather lined throughout with a
cushioned shock-absorber below the
heel sock for extra comfort . . . 95/9

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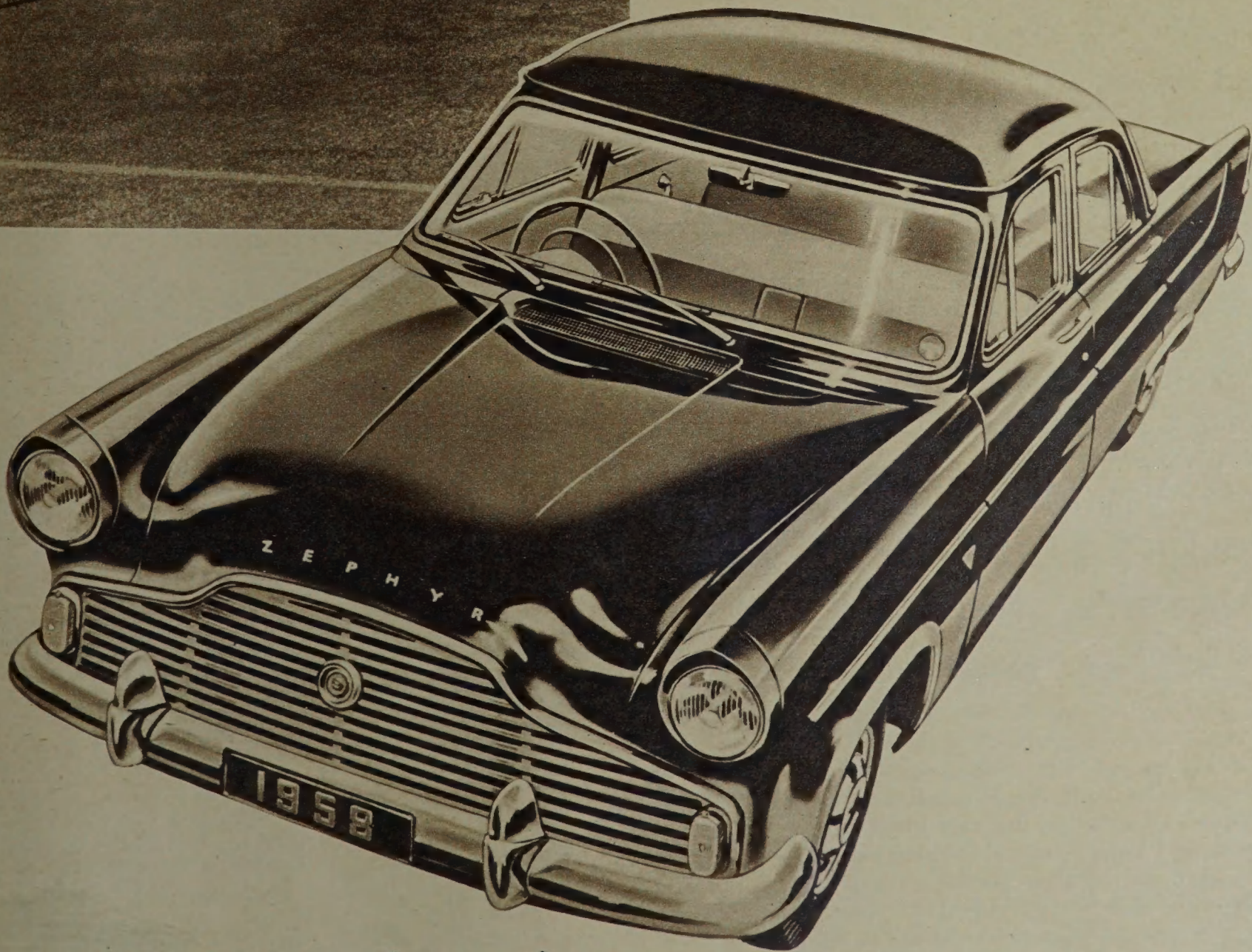


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THE ZEPHYR

All the grace and power and stamina of a centre-court champion . . . six-seater luxury and 6-cylinder power, with optional overdrive or automatic transmission.

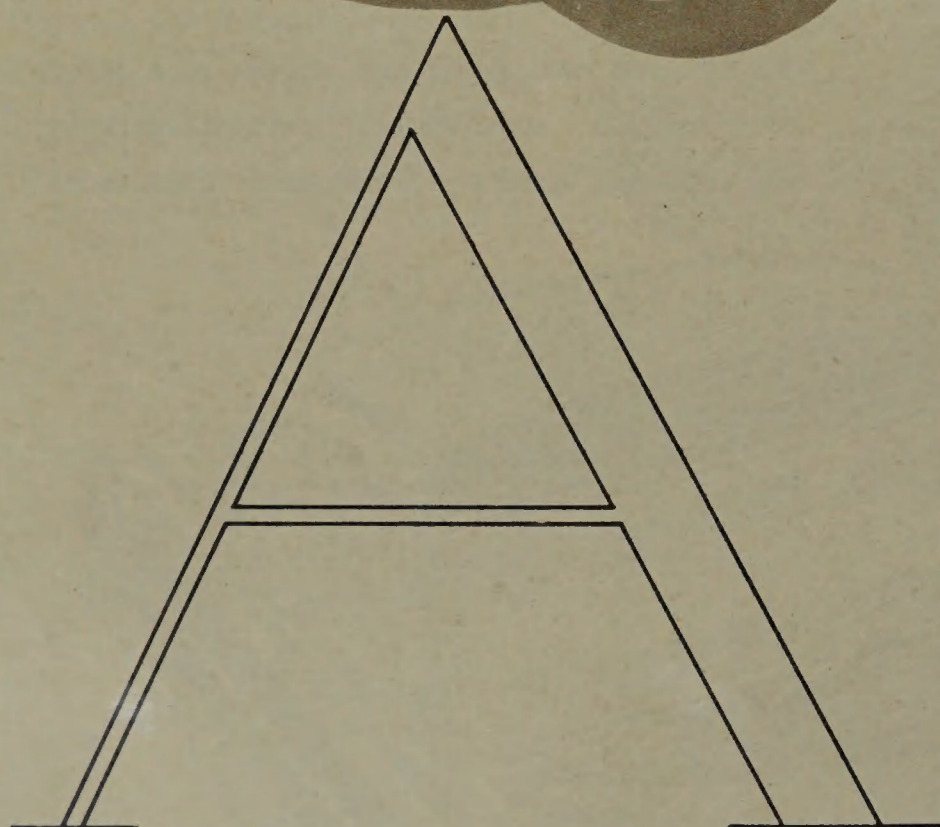


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ENGINES · NUCLEAR POWER

and of course AVIATION

Three years ago, Hawker Siddeley was almost entirely concerned with aviation — the largest maker of aircraft in the British Commonwealth but almost a stranger to general heavy industry. Today Hawker Siddeley is still deeply concerned with aircraft — but in three short years it has also become a world force in heavy industry, with products ranging from coal and steel to rolling-stock and diesel engines, electrical generators, housing and power plant. The story of the last three years is one of rapid expansion and diversification both in Great Britain and Canada — resulting in a group with assets of £214 million; an annual turnover of more than £260 million; and a range of operations that makes it one of the world's industrial leaders. But figures are only the bare bones of the story, which represents a vigorous management policy, giving Hawker Siddeley new diversity — and new strength.



Diesel generator installed in a British power station

HAWKER SIDDELEY

One of the World's Industrial Leaders

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SATURDAY, JUNE 7, 1958.



"THE CRISIS IS OVER": PRESIDENT COTY (LEFT) AND GENERAL DE GAULLE AT THE ELYSEE PALACE ON MAY 31.

On May 31 General Charles de Gaulle visited President Coty and informed him that he was willing to become Prime Minister-designate. After bidding farewell to the General, M. Coty told journalists gathered in the gardens of the Elysée Palace: "The crisis is over, I hope." The position of the Socialist Party remained in doubt. At a Party meeting the Socialists voted to support the General, but by a majority of only three, and it was decided not to apply the Party Whip to the vote in the Assembly. On June 1

General de Gaulle briefly addressed the Assembly, and after a debate in his absence was voted into power as Prime Minister by a majority of 105. Forty-nine Socialist Deputies voted against him and forty-two in favour. The names of the Ministers in General de Gaulle's Cabinet were announced just before his speech—M. Mollet and M. Pflimlin being among the four Ministers of State. The Assembly agreed to meet on June 2 to consider the Bill granting the General's Government special powers for six months.



By ARTHUR BRYANT.

REFERRING to the Algerian troubles of France and the intervention—not for the first time in her history—of generals in her hour of political necessity, Lord Montgomery of Alamein, stigmatising military dictatorship, is reported to have said, "What do soldiers know about politics? Nothing!" In doing so the Field Marshal was expressing the traditional British attitude to the age-long problem of the relationship between the military arm and the civil. The greatest of all the British Army's contributions to our country's history and the world's—greater even than its many victories—has been the establishment of the principle, both in Great Britain and throughout the Commonwealth—that the Army must be the servant and never the master of the State. Its task, and the duty, therefore, of every soldier, is obedience to the Civil Authority. We owe this principle of flawless subordination of military Power to Law primarily to the rule of Cromwell's major-generals, and, in particular, to one of them, a shrewd Devonshire soldier of fortune, who rightly assessing and interpreting the intense hatred of his countrymen for that rule, used his power and that of the best-disciplined unit in the Cromwellian army, the Coldstream Regiment, to restore the rule of Parliament and Crown and place the sword he wielded in the hands of those alone legally and constitutionally entitled to draw it. The immeasurable blessings that have flowed to mankind from this act of English military self-abnegation can be best seen by a comparison between the state of India in the eighteenth century when British-officered troops were first employed in that vast, multi-racial peninsula, and at the present time when, after two centuries of training on a British military model, the Indian fighting man has become the faithful and disciplined servant of the rulers of the two new nations of India and Pakistan. "It is a proud phrase for us to use but a true one," wrote Lord Hastings, Governor-General of India—himself a distinguished soldier—in 1819, "that we have bestowed blessings upon millions, and the ploughman is again in every quarter turning up a soil which had for many seasons never been stirred except by the hoofs of predatory cavalry." The chief instrument in that transformation had been the British and British-trained soldier, not only through the chastening he gave to the martial hordes who preyed on the Indian husbandman but through his own proud subordination to his civilian masters. War, in other words, had been brought under Law. This, perhaps, is the greatest of all the things that Britain has sought, and is still seeking, for mankind. Other nations, it is true, followed her example, notably the great English-speaking communities in North America, Australasia and Africa, but the principle is one that derives originally from this country and, in particular, from the example of that worthy Devonian of the English seventeenth century, General George Monk. Because of it the British soldier's function for three centuries has been to "war down the proud" and to be humble himself.

So strong is this tradition, and so firmly woven into the cloth of the national consciousness, that even in time of war the British soldier is strictly

subordinate and subordinated to the Civil Authority. In the early stages of our wars this has often proved costly, not only because of the usual shameful unpreparedness and under-equipment forced on the Army in peacetime by economising and popularity-seeking politicians, but by the supposition of civilian statesmen that, because they have the constitutional right to give orders to soldiers, they possess some superior knowledge of war and its problems that justifies them in directing its course in disregard of the professional advice of men whose whole lives have been devoted to the technical study of, and practice of, arms. In the spring of 1918 this supposition on the part of a civilian Minister of genius, David Lloyd George

restraint, wisdom and genius of the great Prime Minister and Minister of Defence who was virtually our Parliamentary dictator in the years 1940-45, this mistake was not repeated. Winston Churchill, though a statesman with a far greater knowledge of military matters than any of his predecessors in Britain's earlier wars, and with an almost passionate interest in them, refrained from imposing his authority on his military subordinates when their opinions, as they frequently did, differed from his. That he did his best to induce them to adopt his views, that he brought to bear on them all his immense powers of oratory and persuasiveness, we have learnt from his own memoirs and theirs, but, by a process of trial and error, he appointed to the Supreme Command military advisers of not only the highest professional skill but of iron will, and, though with his ardour for victory and irrepressible love of bold courses, he never ceased to wrestle with them, he never once overruled them on a purely military decision where their considered judgment was opposed to his. By doing so he gave his country both victory and a great example for the future. He made the subordination of the military arm to the civil compatible with the unhampered direction of Britain's war effort by those who alone were professionally qualified and trained to direct it—a principle which, because of the increasing technical complexity and speed of modern war, has become even more important to-day than in the past. Those who, out of loyalty to this great man and an exaggerated adulation of his wonderful gifts, seek to obscure the true nature of his wartime service to Britain are doing their country an ill service. They are overlooking what was perhaps the most enduring of all his contributions to the British national tradition of government—the permanent capital, it were, of the State.

For, though if mankind is to be led into the paths of peace, that is, of Law—for without Law peace cannot for long exist—the principle of subordination of the military arm to the civil is fundamental, unless the military arm is allowed to function efficiently against those who break the Law and take the sword against it, the lawless will ultimately triumph. The military arm can only do this if the professional fighting man, who knows his own business much better than any civilian, is allowed the free exercise of his professional knowledge and judgment. It is this that makes the report of disagreements—if true—between a leading Minister of the Crown—and the

Chiefs of Staff at the present time so disquieting. For, though professional soldiers, sailors and air-men are no more always right than any other species of men, they are far more likely to be right about matters affecting their own profession than anyone else. And in such a matter as that which is said to be in dispute an error of judgment to-day might well, in five, ten or fifteen years' time, spell the destruction of our country. Because we believe that the sword must remain at the commandment of the magistrate, the latter can alone say when it is to be drawn from the scabbard, but, unless the man responsible for using that sword in battle is free to fashion and use it as his knowledge and experience dictate, it will be useless.

A COUNCIL OF CO-ORDINATION FORMED IN ALGERIA.

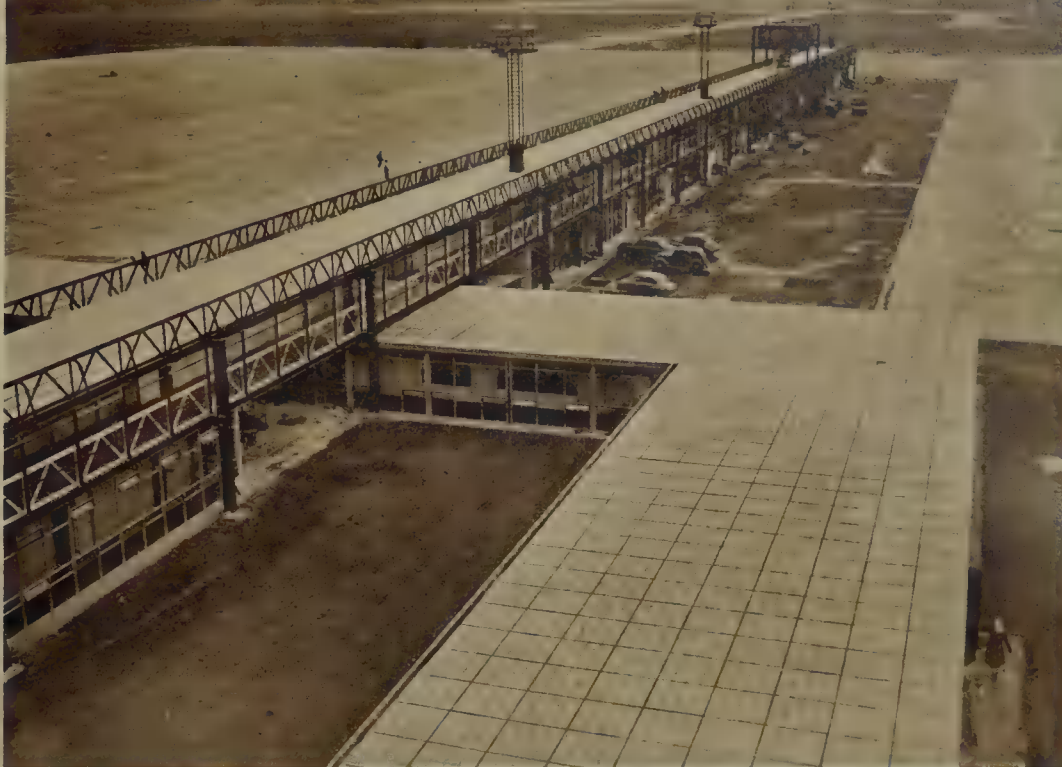


AT A MASS MEETING IN ALGIERS' FORUM ON MAY 24 AFTER GENERAL SALAN'S FORMATION OF A THREE-MAN COUNCIL OF CO-ORDINATION: DR. SID-CARA, THE MOSLEM MEMBER, ADDRESSING THE MOSLEM MEMBERS OF THE CROWD.

On May 24—the day of the coup in Corsica—General Salan (standing on Dr. Sid-Cara's right) announced the formation in Algiers of a Council of Co-ordination consisting of General Massu, M. Jacques Soustelle (seen with arms folded in the centre of this photograph) and a Moslem member, Dr. Sid-Cara. Shortly after the announcement there was a mass meeting of 60,000 in the Forum at Algiers, which enthusiastically received General Salan and the Council members. This appointment was the first official post granted to M. Soustelle since his dramatic arrival in Algeria on May 17.

—a great national war leader and a man of the highest courage and patriotism—nearly lost us the war on the eve of victory, as a result of a policy of withholding reserves from France in the belief that by doing so our Commander-in-Chief in that country could be restrained from pursuing a military policy which his civilian masters distrusted. There may have been—there unquestionably seemed at the time—reasons for this course, but, in practice, its pursuit, in the teeth of responsible professional advice, very nearly brought about the most fatal military disaster in our history. During the last war, as a result partly of a wonderfully far-sighted design for governing the relations in war of British military chiefs with their civilian masters, and partly of the

TO BE OPENED BY THE QUEEN ON JUNE 9:
GATWICK—ENGLAND'S NEWEST AIRPORT.



TO BE OPENED BY THE QUEEN ON JUNE 9: GATWICK AIRPORT FROM THE AIR, SHOWING THE 900-FT.-LONG PIER OR "FINGER" STRETCHING OUT INTO THE APRON. (Photograph by Aerofilms.)

FROM THE ROOF OF THE TERMINAL BUILDING AT GATWICK, LOOKING DOWN ON THE "FINGER" WHICH PROVIDES A COVERED APPROACH FOR PASSENGERS TO ALL AIRCRAFT.

ON June 9, H.M. the Queen is officially to open the newly-developed Gatwick Airport, on which more than £10,000,000 has been spent in the last two-and-a-half years. It has been much criticised but now appears to be a first-class functional layout for handling all medium-range aircraft, and it combines air, main-line rail and road transport in a single unit. Perhaps its most striking feature is the "finger," a covered pier, 900 ft. long, which gives covered passenger access to all parts of the apron. The first passengers to pass through were troops from Malta and Gibraltar on May 30, and later Italian passengers for Nice on the Transair Viscount. It is primarily designed for E.A.'s Channel Island services, operations of independent air companies and aircraft diverted from London Airport. The single runway is 7,000 ft. long and lies east-west.



GATWICK FROM THE AIR: A GENERAL VIEW, SHOWING THE RAILWAY, BRIGHTON ROAD, TERMINAL BUILDING, APRON, RUNWAY, AND (IN THE DISTANT BACKGROUND) THE CONTROL TOWER. (Photograph by Aerofilms.)



THE ENLARGED CONTROL TOWER AT GATWICK, WHICH IS TO BE REOPENED BY H.M. THE QUEEN. THE TOP OF THE TOWER IS TRIPLE-GLAZED. (Photograph by Aerofilms.)



READY FOR A MOTORIST'S GAME OF "PIGS IN CLOVER": THE ELABORATE RAMPS AND CLOVER-LEAVES OF GATWICK AIRPORT, WHOSE MAIN BUILDING STRADDLES THE BRIGHTON ROAD.

A ROCKET BY ROAD; A PRESENTATION; AND AN EXHIBITION.



A ROCKET TRAVELS BY ROAD: THIS 60-FT.-LONG GERMAN V.2 ROCKET WAS RECENTLY MOVED ON A STEEL-WHEELED CARRIAGE FROM THE SCIENCE MUSEUM STORE AT BYFLEET TO THEIR STORE AT SYDENHAM.



DURING A MARCH-PAST OF THE BRITISH LEGION AT SOUTHEAST: SIR IAN FRASER, M.P., RETIRING CHAIRMAN OF THE LEGION, TAKING THE SALUTE.

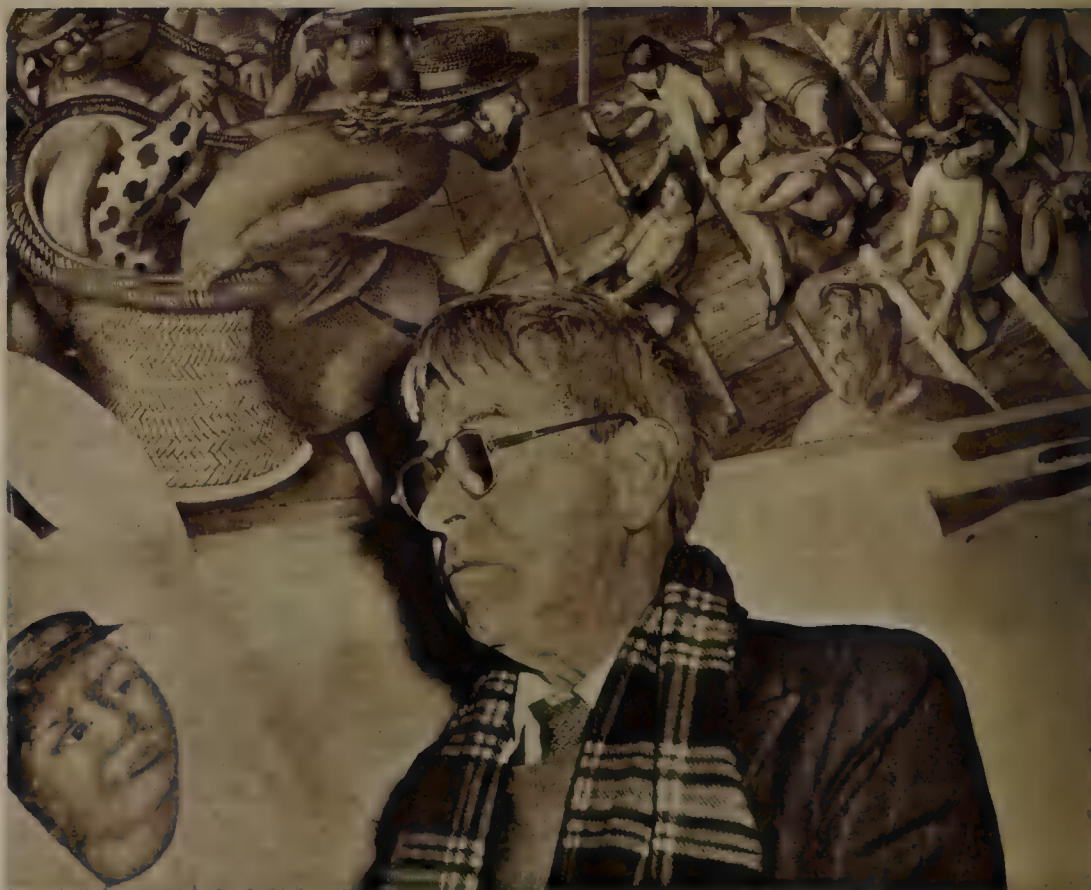


BEING PRESENTED WITH GIFTS ON HIS RETIREMENT AS PRESIDENT OF THE BRITISH LEGION: SIR IAN FRASER (RIGHT) WITH MAJOR J. T. SPINKS, WHO MADE THE PRESENTATIONS, AND LADY FRASER, WHO WAS GIVEN A DIAMOND BROOCH.

At the annual conference of the British Legion at Southend on May 25, the chairman, Major J. T. Spinks, presented Sir Ian Fraser, M.P., the retiring President, with four Georgian silver candlesticks in recognition of his service as national president for eleven years. Lady Fraser was given a diamond brooch. The gifts from branches of the British Legion, and the balance was handed to Sir Ian Fraser in the form of a cheque with which, he announced, he will establish a "Fraser Trust" to help the orphan child of an ex-serviceman, or the child of a totally disabled war pensioner.



STANLEY SPENCER, R.A., AT WORK ON "THE CRUCIFIXION," ONE OF THE PAINTINGS INCLUDED IN HIS RETROSPECTIVE EXHIBITION AT COOKHAM-ON-THAMES.



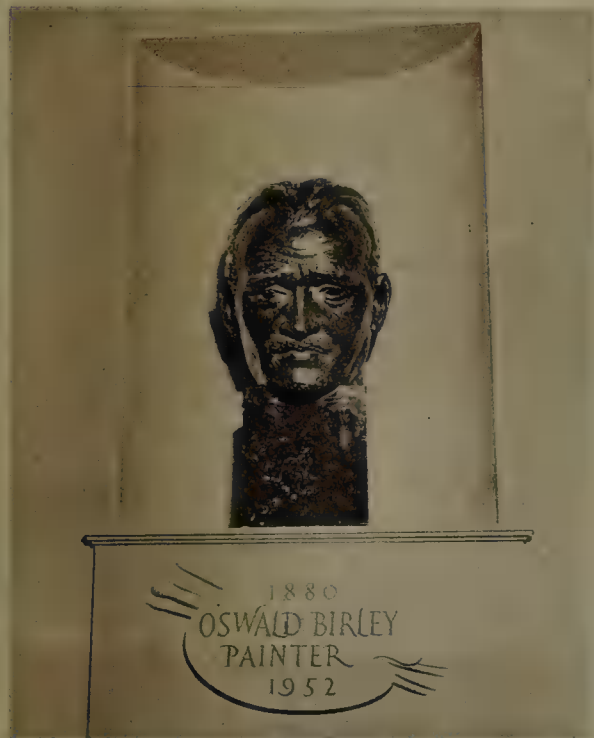
AN ARTIST WHO HAS BEEN CONSTANTLY INSPIRED BY THE VILLAGE WHERE HE LIVES: MR. STANLEY SPENCER WITH ONE OF HIS WORKS AT COOKHAM-ON-THAMES, BERKSHIRE.

Mr. Stanley Spencer, R.A., who was born at Cookham-on-Thames sixty-seven years ago and has spent most of his working life in this Berkshire village, is holding a retrospective exhibition of his work in aid of the Parish Church, which continues until June 15. Over fifty of his paintings are shown in the Church and the Vicarage, among them many important new works. The exhibition gives a fascinating opportunity to see the work of this artist in the environment that has done so much to inspire him.

FROM LONDON DOCKS TO CALIFORNIA: A MISCELLANY OF NEWS FROM HOME AND ABROAD.

(Right.) THE LONDON DOCK STRIKE: SHIPS IN THE ROYAL GROUP OF DOCKS ON MAY 30 WHEN NEARLY 100 SHIPS WERE IDLE IN LONDON BECAUSE OF THE WIDESPREAD UNOFFICIAL STRIKE.

By June 2, nearly 15,000 dockers were not working, about 100 ships were idle and others undermanned, because of the unofficial strike, which originated with a small strike in sympathy with one at Smithfield meat market and rapidly spread following the employment of unregistered labour to unload perishable goods on May 28. Many perishable cargoes were in danger of rotting.



RECENTLY UNVEILED: A MEMORIAL BUST OF OSWALD BIRLEY IN ALL SAINTS' CHURCH, WEST DEAN, SEAFORD, SUSSEX.

A memorial of Oswald Birley, the painter, unveiled by Lady Churchill in All Saints' Church, West Dean, Seaford, Sussex, on June 1. The bust is the work of Mrs. Clare Sheridan. Sir Oswald Birley formerly used to live in West Dean. He was famous for his paintings of eminent people and was knighted in 1949.



RECORDING THE RE-DEDICATION OF ST. BRIDE'S, FLEET STREET, ON DECEMBER 19: MR. J. KINGSLEY SUTTON'S PAINTING OF THE OCCASION, WHICH WAS ATTENDED BY THE QUEEN AND THE DUKE OF EDINBURGH. THIS WAS TO BE PRESENTED TO THE RECTOR AND MRS. ARMITAGE ON JUNE 4, ON BEHALF OF THE OFFICERS, CONGREGATION AND GUILD OF ST. BRIDE, BY COLONEL THE LORD ASTOR OF HEVER.



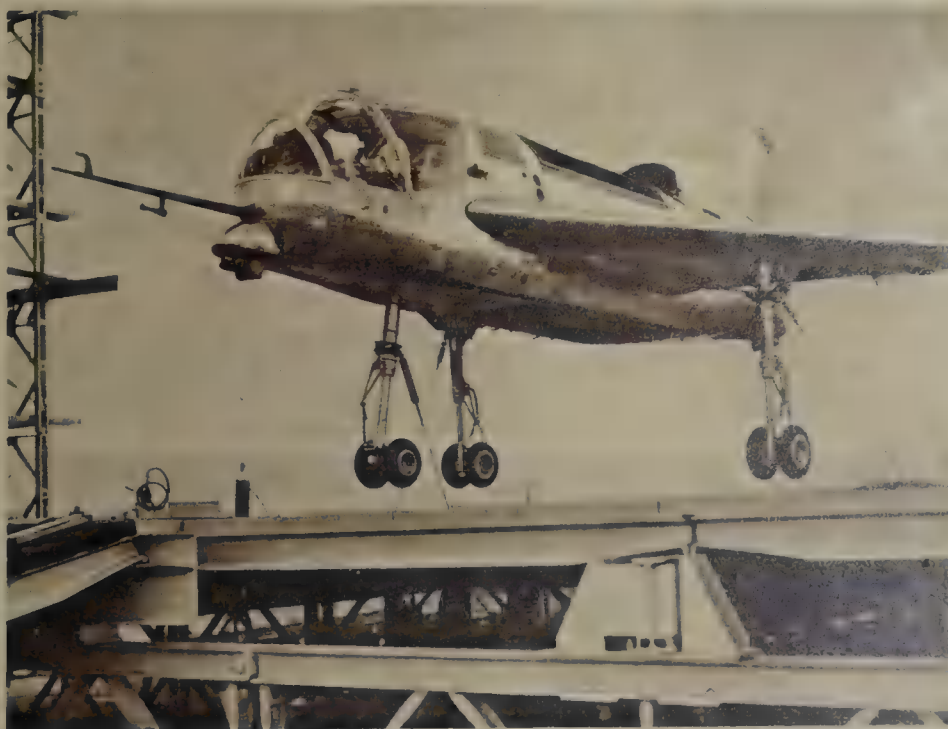
UNVEILED BY LORD IVEAGH: A BUST OF SIR ALEXANDER FLEMING, DISCOVERER OF PENICILLIN.

This bust of Sir Alexander Fleming was unveiled by Lord Iveagh on May 12 at the Wright-Fleming Institute in Paddington, London. It is the work of Mr. E. J. Clack. Sir Alexander Fleming, whose discovery of penicillin has saved countless lives, died in March 1955. He was working at St. Mary's Hospital, Paddington, when he made his discovery.



TAKING-OFF WITHOUT A RUNWAY: A U.S. AIR FORCE F 100D SUPER SABRE FIGHTER-BOMBER BEING LAUNCHED WITH THE HELP OF ROCKET POWER.

In what is claimed as the first successful demonstration of a fighter-bomber taking-off without the aid of a runway, an F 100D Super Sabre was launched at an air base in California on May 28. The launching, which was made from a mobile ramp, was rocket-assisted.



A BRITISH VERTICAL TAKE-OFF AIRCRAFT, THE SC 1, MAKES ITS FIRST VERTICAL FLIGHT. The Short SC 1 vertical take-off jet aircraft, claimed to be the first of its kind in the world, and developed from the Flying Bedstead, made its first vertical flights in a demonstration at Belfast on May 26. The SC 1 was tethered. In later tests the transition to forward flight will be attempted. The SC 1 has five Rolls-Royce R.B. 108 jet engines.

AMIDST turmoil in the open and complex negotiations behind the scenes in Paris and Algiers, a few words spoken by a former Prime Minister, M. Paul Reynaud, attracted only passing attention. They were, however, significant. They defined, if they did little to solve, one of the main problems of the crisis. M. Reynaud said that if General de Gaulle came to power constitutionally he would be welcome, but not otherwise. We have to note here that under the French Constitution, unlike our own in this, the President of the Republic is not prevented from inviting a man outside Parliament to form a Government. The question that must be asked, however, is whether the General's accession to power can now in any circumstances be considered strictly constitutional.

His own enigmatic statement on May 27 left it open to doubt whether his mind were working on such lines. We may perhaps overlook or excuse this, first, because he is given to speaking enigmatically; secondly, because he may have said what he did to stave off a military *coup*. Very well; but even as things are it must be held that his accession to power can be based only on a military *coup* already executed—not nearly so drastic as the overthrow of the French Government by force, but still revolutionary—the action of the Army in Algeria. It can hardly be doubted that this will always be chalked against his name.

We may regard our Constitution as sacred, since we have to go back to the seventeenth century to find instances of its overthrow. But if there is any sacred quality in the French Constitution, it can be regarded only as a valuable piece of porcelain carefully riveted but showing by its seams that it has been broken into fragments. It was overthrown at least six times in the nineteenth century—whether it has been violated in the twentieth is still a matter of controversy. The merits of constitutionalism lie in its utility; if it lacks that, it lacks merit. Practically every European State—I can think only of Holland, Denmark, and Switzerland to the contrary—has undergone constitutional change of doubtful legality within living memory. Even we have lost a part of the United Kingdom through civil war, and as we look at one amiable countenance in our newspapers we sometimes wonder whether liberty in this country is not being imperilled nearly as much as in France.

What is unusual, and up to a point worthy of praise, in the French crisis is the scruple which has been shown by many of its leading characters. In Algiers, General Salan—perhaps also General Massu, but in his case only belatedly, on realising how explosive the situation was becoming—has from first to last exercised great restraint. One has even gathered the impression that he has associated himself with the leadership of the movement primarily to keep it out of the hands of extremists. General de Gaulle has disclaimed any intention of acting as a dictator, though his interpretation of dictatorship may not be that of,

A WINDOW ON THE WORLD. THE TUMULT AND SHOUTING IN FRANCE.

By CYRIL FALLS,

Sometime Chichele Professor of the History of War, Oxford.

let us say, M. Mendès-France. M. Pflimlin, who is not accounted a weak man, has shown an appearance of weakness which is the effect of his dread of a civil war with an appalling aftermath.

What have been the alternatives which he has faced? A military *coup*, that is to say, a sudden revolt of the forces in France, possibly aided by parachute troops from Algiers. A climb down by Algiers—the least likely. A Popular Front in France, with Algiers in open rebellion and the French Socialist Party doomed to be eaten to pieces by the Communists. A summons to General de Gaulle by the President of the Republic and

whether the Communists can paralyse a de Gaulle Government. French Communists have not shown themselves particularly resolute in the past when their bluff has been called.

Another factor favouring the chances of General de Gaulle is the attitude of the Muslim population of Algeria. Opponents of the General tried to play down the enthusiasm constantly reported from Algiers, but it has become clear that this is widespread and sincere. In fact, more enthusiasm has been shown by Arabs than by settlers. It was Europeans who lit the fuze, and at that moment hardly any of them can have had de Gaulle in mind. Their action was taken because they feared M. Pflimlin would abandon the principle of a French Algeria. The Arab acclamation of de Gaulle seems to have been spontaneous; the European to have followed it.

The fitness of General de Gaulle for the leadership of France is difficult to estimate. During the war he showed considerable but hardly outstanding powers of administration. After the war he brought great prestige to the post of head of a provisional Government and Chief of the Armed Forces, but his sudden abandonment of his task in face of growing party strife in early 1946 was disappointing. As an orator he suffers from lack of a good delivery, but is a master of language. His big set speeches have been beautifully phrased and deepened by genuine idealism. Two of the broadcasts made from this country have gone into history.

His foreign policy must give rise to speculation. He has shown himself highly critical of N.A.T.O. and has alleged that France has allowed herself to be tied to the wheel of the American chariot. He has often spoken as if he would be prepared to make a separate understanding with Soviet Russia on his own initiative. Though honest in intentions, he has in the past been inclined to indulge in the dangerous practice of playing off one party in a dispute against another, even when both were allies and friends of France. He has been touchy

and quick to take umbrage. It would be fair to describe his conduct during and just after the war as erratic. We cannot tell at the moment whether he has improved or deteriorated in these respects.

There is no reason to conclude in advance that the placing of the chief power in the hands of de Gaulle would be a tragedy. As I have suggested, the French Constitution has been upset so many times that a new shock, probably a minor one this time, could hardly be called a disaster. A prolonged opposition "in the streets" would be both tragic and disastrous. At present a very large proportion of French people who are neither Gaullist nor extremist in any way are said to have concluded that there is no happy alternative to a de Gaulle Government. This view may well be correct. Let up hope for the sake of France that their champion will not disappoint them or be defeated by hostile influences.



THE PRESIDENT OF THE FRENCH REPUBLIC: M. RENE COTY, WHO DESCRIBED GENERAL DE GAULLE AS "THE MOST ILLUSTRIOUS OF FRENCHMEN," AND CALLED UPON HIM TO FORM A GOVERNMENT.

On May 29, shortly before calling on General de Gaulle to form a Government, President Coty sent a message to Parliament, which was read by M. le Troquer, President of the National Assembly. M. Coty spoke of his constant and "increasingly insistent" appeals for reform during his four and a half years in office. "The State has never ceased to disintegrate," he continued. "Now we are on the edge of civil war. . . . In the moment of danger for the country and the Republic, I have turned towards the most illustrious of Frenchmen. . . . At such a time, national unity is the supreme duty." M. Coty made it clear that if General de Gaulle were not allowed to come to power constitutionally he himself would resign.

the formation of a Government headed by the General. Can it seriously be doubted that this was the most promising way out of a bad business? I am making no apologia for General de Gaulle himself, but if he can clear up the situation and no one else can, he makes his own.

But will he be allowed to act, even "constitutionally"? The vast procession through Paris on May 28 made it clear that the opposition to him was confined neither to the Communists nor to the workmen; the bourgeoisie and parties left of centre took a prominent part in it. On the other hand, the transport strike instigated by the Communists has not, up to the time of writing, been supported by other unions, and has, in consequence, not been much of a success. In the National Assembly the Socialists have shown themselves hostile, but their leader, M. Mollet, and that tough character M. Moch have not, and their influence is great. The key question is

A WINDOW ON THE WORLD—I.



INDIA. COMMEMORATING MAHATMA GANDHI AT A NEW TOWNSHIP THAT BEARS HIS NAME: THE MAHATMA GANDHI SAMADHI AT GANDHIDHAM, KUTCH.

During the last eleven years a new town has grown up near Kandla Port, Kutch. Called Gandhidham, it has been built as a new home for some of the thousands of Sindhi Hindus who had to flee at the time of the partition. There are already nearly 40,000 inhabitants.



ISRAEL. FORMALLY OPENED BY MISS SARAH CHURCHILL ON MAY 29: THE WINSTON CHURCHILL AUDITORIUM OF THE ISRAEL INSTITUTE OF TECHNOLOGY ON MOUNT CARMEL. Built with funds contributed by British Jews to mark Sir Winston Churchill's eightieth birthday in 1954, the Winston Churchill Auditorium was opened by Sir Winston's daughter, Miss Sarah Churchill, who brought a message from her father.



UNITED STATES. DURING THE FIRST LAP OF THE 500-MILE RACE AT INDIANAPOLIS ON MAY 30: THE SCENE AFTER THIRTEEN CARS HAD BEEN INVOLVED IN A CRASH.

One driver (Pat O'Connor) was killed and several were injured when thirteen cars were involved in a first lap crash following a poor start to the Indianapolis 500-mile race. A number of the involved were able to re-enter the race. The winner was Jimmy Bryan.



INDIA. AT A YOGA TRAINING SCHOOL IN NEW DELHI: INDIAN MEMBERS OF PARLIAMENT AND THEIR FAMILIES UNDERGOING INSTRUCTION DURING A SPECIAL COURSE.



U.S.A. USING A REMOTE CONTROL SYSTEM SPECIALLY DEVELOPED FOR THE TESTING OF AMPHIBIOUS CRAFT: UNMANNED LANDING VEHICLES BEING GUIDED ASHORE IN CALIFORNIA FROM A HELICOPTER.

A radio control system, specially developed to enable the United States Marines to test their latest amphibious vehicles without endangering human life, was recently successfully tried out in tests on Californian Pacific beaches. The unmanned landing vehicles were controlled from a helicopter hovering overhead.



U.S.A. ON A CALIFORNIAN BEACH STRIKINGLY MARKED BY THEIR TRACKS: REMOTE CONTROLLED AMPHIBIOUS VEHICLES LANDING IN RECENT TESTS.

A WINDOW ON THE WORLD—II.



PANAMA. DURING STREET FIGHTING IN PANAMA CITY: A STUDENT MOB SCATTERING BEFORE A DETACHMENT OF ARMED POLICE ON CENTRAL AVENUE.



PANAMA. IN PANAMA CITY: STUDENTS "FLUSH" A NATIONAL GUARD SNIPER OUT OF A BAR AND HE IS SEEN RUSHING OUT (LEFT) WITH HIS PISTOL IN HIS HAND.

On May 22 martial law was enforced in Panama when the Government declared a country-wide state of siege after at least six people had been reported to have been killed in riots. Previously there was street fighting in Panama City between high school students armed with rocks and heavily-armed police, who fired warning shots and killed a student. The riots followed the return to school, after the long summer vacation, of students who found that promised improvements to the schools had not been carried out. The students marched to the Presidential palace to see President de la Guardia, but he declined to see them (though he did so later) and street fighting broke out.



THE LEBANON. AFTER A BOMB EXPLOSION IN A STREET IN BEIRUT: MEN, HOLDING THEIR HANDS ABOVE THEIR HEADS, BEING ESCORTED UNDER GUARD.

At the beginning of June the situation in the Lebanon was described as "quiet but tense" following the Security Council's decision to defer consideration of the Lebanon's complaint against the United Arab Republic until it had been examined at the Arab League meeting at Benghazi. On May 28 security forces in Beirut announced the seizure in Tripoli of eighty-eight sub-machine-guns, sixty-two rifles and a large quantity of explosives and ammunition, much of which was reported to bear markings which proved that they had come from Egypt and Syria.



THE LEBANON. FOUND IN THE TRIPOLI AREA BY THE LEBANESE ARMY: SOME OF THE CAPTURED ARMS AND AMMUNITION.



U.S.A. THE ENSHRINING OF UNKNOWN WARRIORS OF WORLD WAR II AND KOREA: THE SCENE AT ARLINGTON NATIONAL CEMETERY ON MAY 30.

Two unknown American Servicemen, one of them killed in World War II and one in Korea, came to their final resting-place when their bronze coffins were laid to rest beside the Tomb of the Unknown Soldier of World War I in a ceremony at Arlington National Cemetery on May 30, American Memorial Day. President Eisenhower and Mr. Nixon were both present.



THE LEBANON. ■ TRIPOLI: ARMED REBELS MANNING A BARRICADE OF SANDBAGS. REPORTS ON MAY 30 SAID THE ARMY WAS IN FULL CONTROL, THOUGH SKIRMISHES CONTINUED.

A WINDOW ON THE WORLD—III.



ITALY. ON THE EVE OF THE GENERAL ELECTION: THE LEADER OF THE NEO-FASCISTS ADDRESSING AN OPEN-AIR MASS MEETING IN ROME'S COLOSSEUM.

On May 25 polling began in the Italian general election after what has been described as Italy's quietest election campaign since the war. The election resulted in no clear-cut victory for any party. Although the Christian Democrats, who have practically

ruled the country for ten years, emerged as the largest single party and slightly improved their position, there was increased support for the Left-wing Socialists and the maintenance of Communist strength. Only the Monarchists and Neo-Fascists lost ground.



THE AZORES. AFTER RECENT EARTHQUAKE SHOCKS ON FAYAL ISLAND: SOME TWO-STORIED HOUSES ALMOST COMPLETELY BURIED IN VOLCANIC ASH. PORTUGUESE NEWS AGENCY REPORTS ON MAY 11 SAID THAT HUNDREDS OF BUILDINGS HAD BEEN DAMAGED AS STREAMS OF LAVA POURED DOWN FROM THE VOLCANO OF CAPELINHOS.

A WINDOW ON THE WORLD—IV.



AFTER THE EXPLOSION OF EIGHT OF THE U.S. ARMY'S *NIKE* MISSILES: THE SCENE OF DESTRUCTION AT THE MIDDLETOWN BASE, NORTHERN NEW JERSEY.



WHERE THE *NIKE* EXPLOSION STARTED: THE LAUNCHING AREA AT THE BASE. THE EXPLOSION OF ONE MISSILE SET OFF SEVEN OTHERS.



AFTER SUCCESSFULLY RETRIEVED IN THE MID-ATLANTIC: THE NOSE CONE OF A *JUPITER* BALLISTIC MISSILE BEING HOISTED ABOARD THE U.S. NAVY RESCUE SHIP *ESCAPE*.

UNITED STATES. DISASTER AND PROGRESS WITH MISSILES.

On May 22 ten people were killed when eight of the United States Army's *Nike* missiles exploded at a base at Middletown, not far from New York. The explosion was heard fifteen miles away and fragments were scattered over a wide area. The missiles were not armed with atomic warheads, and there was no danger of atomic radiation. Though considerable damage was done on the launching site, in the surrounding area it seems to have been limited to shattered windows and minor breakages.—It was announced in Washington on May 13 that the nose cone of a *Jupiter* intermediate range ballistic missile had been successfully recovered after it had come down in the Atlantic Ocean about 1500 miles from the Cape Canaveral testing base. The nose cone, equipped with elaborate apparatus and a protective skin to make recovery possible, was apparently undamaged by the missile's re-entry into the earth's atmosphere. The nose cone was recovered 4½ hours after the launching of the missile.

WASHINGTON, D.C., U.S.A. AIRPORT LIGHTING DEVELOPMENT.

The task of the pilot bringing down an aircraft at Washington National Airport at night has been much simplified by the introduction of a new lighting system which replaces the old lines of beacons. The new system consists of 272 V.H.O. (Very High Output) fluorescent lamps installed on both sides of the runway in a 1400-ft.-long system, which is broken only by an intersecting taxi-way. The fluorescent lamps are installed in 8-ft. fixtures, each containing one special 200-watt lamp. It is claimed that the 272 lamps give off a light equivalent to that emitted by more than 7000 40-watt household lamps. The two upper pictures are probably sufficient evidence of the effectiveness of the lighting; and it is claimed that this system represents a major advance towards operating an airport in all weather conditions.



"THE BLACK HOLE" AT WASHINGTON NATIONAL AIRPORT: THE RUN-IN, AS SEEN BY AN APPROACHING PILOT UNDER THE NOW SUPERSEDED BEACON-LIGHT MARKER SYSTEM.



THE SAME RUNWAY, FROM THE SAME VIEWPOINT—AND ALSO BY NIGHT—AS THAT SHOWN ABOVE, BUT ILLUMINATED WITH THE NEW FLUORESCENT LIGHTING SYSTEM.



ONE OF THE REFLECTOR UNITS CONTAINING VERY HIGH OUTPUT FLUORESCENT LAMPS WHICH NOW ILLUMINATE THE WASHINGTON AIRPORT RUNWAY AT NIGHT.

THE HOUSE OF BOURBON FROM 1700 TILL TO-DAY.

"THE SPANISH ROYAL HOUSE." By SIR CHARLES PETRIE.*

An Appreciation by SIR JOHN SQUIRE.

SPAIN is a neighbour of ours—almost as near a neighbour as France, Belgium and Holland. Were a crow to fly from Cornwall to the Biscayan coast, it would not take him very long, and he would cross no land on the way. Yet, except at rare intervals, contact between our two peoples has been singularly slight, and even most educated Englishmen know remarkably little about Spanish history, and that little chiefly concerns wars in which both nations have been involved.

"Every schoolboy knows" (in Macaulay's rather question-begging phrase) that in the reign of the first Elizabeth, the gallant little English Navy (very much assisted by the luck of the wind) scattered and destroyed the invincible



"THE BESETTING SIN OF CHARLES IV WAS LAZINESS": CHARLES IV, WHO WAS KING OF SPAIN FROM 1788 TO 1808, FROM A PAINTING BY GOYA.
The Mansell Collection.
Illustrations from the book "The Spanish Royal House"; by courtesy of the publisher, Geoffrey Bles.

Armada of Philip II, most powerful monarch of the Western world, including the Americas. The more learned sort of schoolboy is aware of the fact that a part of the fleet which Nelson defeated at Trafalgar was Spanish, fighting under French compulsion. He may also know some of the names of the battles of that long Peninsular War during which the British Army under Wellington, in conjunction with patriotic Spaniards, slowly repelled from Spain the barbaric invasion of Napoleon's armies. That conflict introduced many an Englishman to what would now be called "the Spanish way of life."

Then the curtain fell. Throughout the nineteenth century little about Spain was heard in England. Borrow published his "Bible in Spain," which was widely read, with the result that the British public felt that it should have been called "Wild Spain," as his book about Wales was called "Wild Wales." Rumours of revolutions reached this country; of civil wars originating from a difference of opinion as to whether the Salic Law applied to the Spanish Dynasty; the regionalism of the Basques and the Catalonian was a perpetual trouble; assassinations, whatever the régime, were plentiful. And then, within the

memory of people of my generation, there came the Spanish-American War. An American ship blew up in Havana Harbour: the Americans, thinking that the Cuban people were a repressed people "rightly struggling to be free," jumped to the conclusion that the Spaniards had blown the ship up, and made war on Spain, sank her fleets and took from her Cuba, Puerto Rico and the Philippines—the last remains of the once-immense overseas empire of these great explorers. Cuba, judging by the latest reports, doesn't seem to have settled down yet. British sympathy, as expressed in our popular Press, was on the American side. This was thought unfair by thinking Spaniards, who since the Peninsular War had had a warm feeling for the compatriots of the Duke of Wellington; there was the old embitterment against the French, because of the execrable way in which they had conducted their campaigns, and the impudent way in which Napoleon had put his nonentity of a brother, Joseph, upon the ancient throne of Spain; and resentment against America is easily comprehensible because the United States had torn away from Spain the last relics of her great Empire. Can it be wondered at that Spain was neutral during these last two Great Wars?

The curtain lifted again. One more Spanish Revolution happened; that noble and sensible monarch, Alfonso XIII, left his country with the deliberate object of saving bloodshed, and the bitterest of civil wars broke out, with each side behaving with the utmost savagery, the Reds murdering 12,000 to 14,000 priests in cold blood. The impetus came, as usual all over the world, from the Kremlin: Lenin said that Russia must be the first place to be conquered, and Spain the second.

That led to the counter-revolution of General Franco, who is still in power. Doubtless there are Spaniards who do not agree with him. A Spanish Ambassador in London, years ago, when I said to him that I had never met two Spaniards with the same opinions, said to me proudly: "We have an old proverb: 'Twenty-five million Spaniards, and all Kings.'"

That is one of the things which people in this country don't understand about Spain, which produces both its grandees and its anarchists. Sir Charles, who confines himself to a history of the Bourbon Royal House in Spain, says: "Neither Philip V nor his two sons, who succeeded him on the throne, gave a thought to the class of society from which their ministers were drawn. Alberoni was, as has been shown, the son of a gardener, the Prince of the Blood who became Primate of Spain succeeded the son of a Gibraltar blacksmith; Ensenada was of the humblest origin, and Wall was a penniless Irish exile from Co. Waterford. That men of this type should rise to the highest offices of Church and State would have been out of the question in contemporary France, or in contemporary England either for that matter, and that they could—and can—do so in Spain was—and is—one of the secrets of her innate strength."

I had hoped, when I first saw this book of Sir Charles', a notable historian and a well-known expert on Spain, that he would take us back to the earliest foundation of the Spanish monarchy, the last struggle against the Arabs or Moors, and the final expulsion of those Orientals from Granada, where they left us the lovely legacy of the Alhambra. But, no; his book concerns only the Bourbon Dynasty in Spain. It has had a troublesome history. It has produced, like most other dynasties, benevolent despots and fools. One of the benevolent despots was Charles III, of whom Sir Charles Petrie says: "The King made no secret of his devotion to the chase, and not long before his death he told a foreign Ambassador that he personally had killed, according to his game-book, 539 wolves and 5323 foxes, adding with a smile, 'You see my diversion is not useless to my country.'"

Sir Charles' extremely thorough book contains all sorts of odd pieces of information.



THE AUTHOR OF THE BOOK REVIEWED ON THIS PAGE: SIR CHARLES PETRIE, BT.
Sir Charles Petrie, the well-known historian, who was born in 1895, was educated privately and at Corpus Christi College, Oxford. He is President of the Military History Society of Ireland; and has been editor of the Household Brigade Magazine since 1945. His many books include: "The Jacobite Movement"; "The Stuarts"; "William Pitt"; "Lord Liverpool and his Times"; and "Wellington: a Reassessment."

For example, "There had been rumblings from the moment of Ferdinand's death. The cholera which had made Don Carlos so unwilling to venture himself in Lisbon had reached Spain, and the anti-clericals had spread the rumour that the priests were poisoning the water. The accusation was made the signal for an attack on the religious houses, and more than eighty priests were murdered."

One of the numerous *pronunciamentos* which Sir Charles quotes tempted the Spaniards with "the abolition of all taxation." That is everybody's dream.

Sir Charles does not despair of the dynasty, and has happy memories of Alfonso XIII, whose third son, and his son, both stalwart Princes, are now regarded as possible successors to the Spanish throne, now temporarily occupied by General Franco.



"HE HAS BEEN MUCH MALIGNED BY HISTORIANS": FERDINAND VII, WHO WAS PROCLAIMED KING IN 1808. AFTER SIX YEARS OF IMPRISONMENT HE WAS REINSTATED BY NAPOLEON IN 1814 AND REIGNED UNTIL HIS DEATH IN 1833 AT THE AGE OF FORTY-NINE.

Reproduced by courtesy of the Prado, Madrid.

This is a thoroughly good book, and I think it should be read by all the hundreds of thousands of British trippers who have now resumed our contact with Spain by rushing through the country in motor-coaches and staring at the august colleges of Salamanca, the pictures in the Prado, the towers of Toledo and the exquisite courts of the Alhambra.

Novels are reviewed by K. John, and other books by E. D. O'Brien, on page 984 of this issue.

*"The Spanish Royal House." By Sir Charles Petrie. Illustrated. (Bles; 30s.)

ALGERIA'S CRISIS: SCENES OF UNITY BETWEEN MOSLEMS AND FRENCH.



AFTER THE FRENCH COMMITTEE OF PUBLIC SAFETY CAME TO POWER IN ALGERIA: MOSLEM WOMEN DEMONSTRATE PRO-FRENCH SYMPATHY AND BURN THEIR VEILS.



THE AMNESTY OF POLITICAL PRISONERS IN ALGERIA: A CROWD OF PRISONERS LINING UP BEFORE BEING RELEASED FROM DETENTION.



MAINTAINING ORDER IN ALGIERS DURING THE CRISIS: SHOPPERS BEING SEARCHED FOR WEAPONS OR EXPLOSIVES IN A DEPARTMENT STORE.



IN CONSTANTINE: EUROPEAN AND ALGERIAN CROWDS WELCOMING MEMBERS OF THE ALGIERS PUBLIC SAFETY COMMITTEE.



ONE OF THE DAILY SESSIONS OF THE ALGIERS PUBLIC SAFETY COMMITTEE, SHOWING DR. CARA, CENTRE, THE MOSLEM MEMBER.



ONE OF THE SQUADS WHICH ASSEMBLED EACH DAY OUTSIDE THE GOVERNMENT BUILDING IN ALGIERS TO HEAR SPEECHES FROM THE SAFETY COMMITTEE LEADERS.



M. SOUSTELLE, LEFT CENTRE, BEING WARMLY GREETED BY MOSLEM INHABITANTS OF BISKRA DURING HIS TOUR IN EAST ALGERIA.

From the time that the Government headquarters in Algiers were seized by paratroops on May 13, Algerian support for General de Gaulle rapidly increased. At first, little was heard of General de Gaulle's name in Algeria, but after he publicly showed encouragement for the Algerian movement and after the arrival of M. Soustelle, his return to power became the principal objective of the leaders in Algiers. (The principal civilian instigator of the coup of May 13, M. Delbecq, was, however, already a strong Gaullist.)

Following the rising in Corsica, where again there was widespread support for General de Gaulle, the tension between Paris and Algiers further increased, and on May 28 and May 29 the All-Algeria Committee warned that parliamentarians who sought to prolong the present régime would do so at their own risk. In his statement to the Assembly on May 29 President Coty said the country was on the brink of civil war, and for some time there had been fears of a military rising in France with assistance from Algeria.

IN ALGERIA: TROOPS ARRIVE, AND NOTABLE
PERSONALITIES OF THE CRISIS.



■ ALGIERS : A HUGE CROWD GREETING FRENCH TROOPS AS THEY ~~DISEMBARKED~~ ^{DISMOUNTED} FROM THE TROOPSHIP *ATHOS II*.



AIRCRAFT FLYING IN A LORRAINE CROSS FORMATION IN ALGERIA, TO SHOW
SUPPORT FOR GENERAL DE GAULLE.



FRENCH LEADERS AFTER A CHURCH SERVICE IN ALGIERS : CENTRE, M. SOUSTELLE, RIGHT CENTRE, GENERAL SALAN, FOLLOWED BY GENERAL MASSU AND, RIGHT, GENERAL JOHAUD, THE AIR FORCE COMMANDER.



AT ORAN : A LARGE CROWD WAVING THEIR WELCOME AS THE AIRCRAFT BRINGING ■ SOUSTELLE
FROM ALGIERS ■ MAY ■ WAS ABOUT TO LAND.



BEFORE HER CREW WAS HURRIEDLY RECALLED: THE FRENCH AIRCRAFT CARRIER LA FAYETTE
MALTA HARBOUR, BEFORE SAILING TO ALGERIA.



THE CENTRE OF EVENTS IN ALGIERS DURING RECENT WEEKS: GOVERNMENT HOUSE, ~~REDACTED~~
QUARTERS OF THE PUBLIC SAFETY COMMITTEE.

Following the *coup* of May 13 in Algiers, the Army and Air Force in Algeria increasingly supported the movement for General de Gaulle's return to power, the attitude of senior officers of the Navy in the Mediterranean being, however, less clearly defined. A number of French warships sailed into Algerian ports during the crisis, after a N.A.T.O. exercise. When he announced on May 27 that he had taken the first steps towards forming a Republican Government, General de Gaulle called on the forces in Algeria

to remain obedient to the orders of their commanders. There were, however, conflicting reports about the loyalty of Admiral Auboyneau, the naval commander, and other officers. A surprising and striking feature of the crisis in Algeria was the frequent manifestation of unity between the Algerian and the European populations in spite of some outbreaks of terrorism, and the three-man council, established on May 24, included Dr. Sid Cara, a Moslem and former Secretary of State for Algeria.



PARIS ON THE MARCH: THE HEAD OF THE GREAT PROCESSION OF PROTEST AGAINST WHAT APPEARED TO BE THE FALL OF THE FOURTH REPUBLIC IN THE BOULEVARD VOLTAIRE.



LEADING FIGURES IN THE PROCESSION OF MAY 28: THE FORMER PRIME MINISTER, M. PIERRE MENDES-FRANCE, CAN BE SEEN, RIGHT OF THE BEARDED PIPE-SMOKER.

The Algiers coup of May 13, which has plunged France into a series of crises, left the average Parisian seemingly apathetic and indifferent until May 28, the day of the great demonstration march which the recently-formed National Committee of Republican Action and Defence (Socialists, Radicals and M.R.P.) called all their supporters to join as a sign of their "attachment to the régime." At the last moment the Communist Party and the three main

trade unions also called on their members to join in the demonstration march. The marchers began to gather on the Cours de Vincennes in the afternoon and the procession, which at its greatest was probably something like 300,000 strong, moved off from the Place de la Nation at 5 a.m. behind a long banner bearing the words "Vive la République." In the front ranks of the marchers were such prominent (and veteran) politicians as M. Mendès-France,

PARIS WAKES TO THE CRISIS: THE GREAT MARCH OF PROTEST ON MAY 28, WHEN 300,000 DEMONSTRATED THEIR "ATTACHMENT TO THE REGIME" OF THE FOURTH REPUBLIC.



WHERE THE PROCESSION ENDED: THE CROWDS GATHERING AROUND THE 82-FT.-HIGH MONUMENT DE LA REPUBLIQUE ■ THE PLACE DE LA REPUBLIQUE.

M. Ramadier, M. Daladier, M. Mitterand, and the High Commissioner for Atomic Power, M. Perrin. Many marchers, however, joined the procession route from in front, so that when the procession reached its goal, the Place de la République, these leaders were about half a mile down the column. The intention was that the procession should march in silence, bearing placards with the single slogan "Vive la République." This was not quite

observed and there was some chanting and singing of the Marseillaise, but the procession was remarkably well-behaved and good-humoured; and the demonstration, which lasted about four hours, passed off without a single serious incident being reported. On May 29, after General de Gaulle had accepted the President's invitation to form a "Government of National Safety," excited crowds gathered in Central Paris shouting for de Gaulle.



BACK AFTER TWELVE YEARS: GENERAL DE GAULLE ADDRESSING THE FRENCH NATIONAL ASSEMBLY

The bloodless *coup* in Corsica on May 24 and the setting-up of a Committee of Public Safety in sympathy with the new régime in Algeria opened a week of grave developments in the French crisis. While M. Pflimlin's Government was confronting the National Assembly with constitutional reforms designed to meet the situation, General de Gaulle moved increasingly to the centre of the stage. On May 26 the National Assembly and the Government dealt with little effect with the situation in Corsica. M. Pflimlin announced that because there might be troubles in metropolitan France the Government could not send any more reinforcements to the island. That night General de Gaulle was known to have visited Paris, but there was no concrete news of his activities, and next morning he was reported back in his village. The

situation had been further complicated by rumours that the French fleet, some units of which had left Malta for Algeria—had joined the Algerian rebels. Meanwhile, on May 27 the National Assembly was debating M. Pflimlin's suggested constitutional reforms, when the whole situation was changed by General de Gaulle's forthright message—issued at 12.15 p.m.—that he had "embarked on the regular procedure necessary for the establishment of a Republican Government, capable of ensuring the unity and independence of the country." Though it was later known that the General had been in touch with the Prime Minister, his sudden message caused great consternation. It is believed that he may have issued it to avert a military *coup* in France. Events moved rapidly. Three of the Independent Par-



ASSEMBLY AS PRIME-MINISTER-DESIGNATE ON JUNE 1. HE WAS LATER VOTED INTO POWER.

Cabinet Ministers resigned and M. Pflimlin failed to get a sufficient majority in the Assembly after a debate that night. The Socialist Party, however, continued to assert its strong opposition to General de Gaulle. After a dawn meeting with President Coty, M. Pflimlin announced that the President had refused for the moment to accept his resignation until the formation of a new Government. Late on May 28 President Coty was known to have taken steps to bring General de Gaulle to power, and on the following day he sent a message to Parliament saying he would resign if General de Gaulle—whom he described as “the most illustrious of Frenchmen”—were not brought to power. This message brought uproar to the Assembly, but the Socialist position to the General was obviously severely shaken. That evening—

after a 75-minute meeting with M. Coty—General de Gaulle accepted his invitation to form a “Government of national safety,” and issued a statement giving his conditions of acceptance. The General later returned to his village. During the next two days there was a comparative lull while General de Gaulle undertook the formidable task of preparing his Cabinet list. When it became clear that the General would receive sufficient Parliamentary support, President Coty formally accepted the resignation of M. Pflimlin. After the General had visited him on May 31 President Coty told journalists, “The crisis is over.” At 3 p.m. on June 1 General de Gaulle entered the crowded Assembly, and in his brief speech said that if elected he would ask for full powers for six months. The General was later voted into power by 329 votes to 224.



EACH year, and year after year, a sort of slogan gets itself repeated and bandied about at Chelsea Flower Show—the slogan that this Chelsea is the best ever. Of

course it is. Chelsea always has been the best ever, and always will be. At the same time, let me add, that it is unquestionably the finest flower show in all the world, and I say that having attended the great spring shows in both New York and Boston.

But this year I felt—without running around saying so—that Chelsea, 1958, had something which made it stand out as quite definitely the best ever, among all the best-ers that I had ever enjoyed.

For some years now the big outdoor rock gardens on what has come to be known as the "rock garden bank" have gradually diminished in number, until this year there was only one. But that one was uncommonly well planned, laid out, and planted by George Whitelegg, with bold outcrops of rock in a setting of smooth green sward, and with a rocky mountain stream—in Yorkshire a "beck"—picking its way down by a series of cascades, pebbly runs and little waterfalls to a final crystal-clear pool, which, but for a rule banning all live creatures on the exhibits, should have harboured half a dozen lively trout. Fortunately, however, resident Chelsea blackbirds took not the slightest heed of this R.H.S. edict. They quested about over the open spaces of the outdoor exhibits, and they sang in glorious defiance in the surrounding trees and bushes.

Hardly had I entered the big marquee when I met the President, who asked me if I had seen Mr. Weeks' table exhibit of lewisias. I had not, but I soon found it, and surely it was one of the most meritorious amateur exhibits of plant-breeding, cultivation, and showing ever put up at any Chelsea. The whole table was arranged as a simple rock garden, planted with generous groups of a number of forms of what is known roughly—and possibly correctly—as *Lewisia cotyledon*. There were perhaps a dozen or so distinct varieties, and generous plantings of each variety, whilst every variety in the collection was outstandingly superior to the common run of *L. cotyledon* in both form and rich brilliant colour. A wonderful amateur achievement, and one which any professional would be proud of. And by "amateur" I mean a private gardener who employs little or no paid assistance.

The R.H.S. "Japanese" garden immediately inside the main entrance to the big marquee was delightful, with its spacious undulations planted with fine specimens of Kurume azaleas, mostly in pastel shades. It was only Japanese, however, by virtue of a Japanese stone lantern and a pagoda-like erection camouflaging the obelisk.

The Continental exhibits were all good examples of fine cultivation, well displayed, without any suspicion of overcrowding. Our own big seed firms, on the other hand, still cling to their traditional plan of bringing masses of superbly-grown plants, and massing them so closely together that it is impossible to appreciate their form, foliage, or real character. From living, growing plants they become congealed into mere slabs of colour in a great patchwork rug.

Among the Continental exhibits, I enjoyed most the little French kitchen garden brought over by the firm of Vilmorin, and staged by Messrs.

IN AN ENGLISH GARDEN.

THE BEST EVER.

By CLARENCE ELLIOTT, V.M.H.

W. Wood, of Taplow. It was a perfect example of the meticulous intensive cultivation of which the French are masters, with its neat practical rows of saladings and vegetables, a plot of herbs, a few regimented flowers, and perfectly-grown cordon and espalier fruit trees, as well as a number of forty-year-old specimen fruit trees trained into most perfect goblet form.

Amid all the riotously colourful mountains and banks of tulips, carnations, sweet peas, and the rest, Perry's beautifully contrived exhibit of water and waterside plants, and ferns was a charming, and refreshing rest for dazzled eyes. At one end of this group was a huge specimen of gunnera in full leaf, with leaves suggestive of some gigantic

rhubarb, four or five or more feet across. To bring this from Enfield to Chelsea in perfect condition, without a sign of bruise or damage on any leaf, was surely a triumph of showmanship and transport.

The exhibit of strawberries, growing plants in full fruit, from the Waterperry Horticultural School—great banked pyramids of them—was as ever a sore temptation for a smash-and-grab. In spite of the rich aroma of the fully-ripe crimson berries, which carried for many yards around, I managed to fight down the temptation. But if you promise not to tell a soul, I will let you into a secret; the principal of Waterperry gave me four gigantic strawberries, from a strategic reserve from under the bench. A truly memorable experience in my horticultural career! The variety was the special Waterperry strain of "Royal Sovereign." I was given another gift of refreshing sustenance to support me in the exhausting business of "doing" Chelsea. This was a great hearty bunch of large, round, scarlet radishes—I am ashamed to say I did not enquire the name of the variety—from the co-operative exhibit from the National Farmers' Union. I was able, not only to munch crisp radishes myself, but to hand out specimens to the less fortunate, and no one, not even the most distinguished among those to whom I offered them, either refused, or failed to munch.

To attempt to write an account of Chelsea is, of course, sheer lunacy. In the great marquee alone there were 3½ acres of every sort of lovely vegetation, both flower and leaf, hardy, cool-house and stove, and that reminds me, although there was only one full-sized rock garden in the open, there was no lack of table exhibits of Alpine and rock plants in the big top, some arranged with rock, and some without.

Before leaving Chelsea, 1958, I would like to recall with admiration the wonderful organisation of this great show. Running Chelsea must, I feel sure, be stiff with headaches—in the background. To the visitor—as I was, and no longer an exhibitor—everything appeared to go with well-oiled clockwork precision. On the Monday afternoon, the day of judging, and the last day of preparation, there was necessarily a good deal of litter about the big top, crates, boxes, paper, and other packing material. There were pyramids of litter like large haystacks. Latish in the afternoon, almost the whole of this vanished as though by a miracle. And the worker of this miracle, in fact the miracle of the whole organisation—and planning—of Chelsea, is due to the genius of our secretary, Mr. A. Simmonds, as it was during the many years that he was assistant secretary. But whatever headaches there may have been—in the background—they were nowhere apparent to the ordinary observer at Chelsea, 1958.

One of the pleasantest functions at any Chelsea Show is the Press Luncheon, and how very well it is done. An excellent luncheon, not too Ritzy, but exactly suited to the occasion. And may I congratulate the caterers on one detail in particular. We were provided with linen napkins, large ones. How often at hotels and restaurants which should know better, and whose charges would surely justify and well cover the expense of real napkins one is fobbed-off with revolting little rectangles of crêpe-y paper. They call them, I believe, serviettes. Serve them right!



ONE OF "A NUMBER OF FORTY-YEAR-OLD SPECIMEN FRUIT TREES TRAINED INTO MOST PERFECT GOBLET FORM": AN APPLE TREE IN THE JARDIN POTAGER PRESENTED AT CHELSEA BY THE FAMOUS FRENCH FIRM OF VILMORIN-ANDRIEUX, WHICH ATTRACTED MUCH ATTENTION.

Photograph by J. E. Downward.

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A SERIES ILLUSTRATING FAMOUS SCHOOLS OF BRITAIN AND THE COMMONWEALTH.
THE EDUCATION OF BRITISH YOUTH—I. ARDINGLY COLLEGE.



AN IMPORTANT PART OF THE SCHOOL DAY: THE COMPULSORY REST AFTER LUNCH. BOYS GOING TO THEIR DORMITORIES AFTER THE MIDDAY MEAL.



BEFORE THE DAY'S WORK BEGINS: BOYS AND MASTERS ATTENDING MORNING PRAYERS IN THE SCHOOL CHAPEL.



A SOUND PLEASING TO A SCHOOLBOY'S EAR: RINGING THE BELL TO SUMMON THE BOYS INTO THE DINING-HALL FOR LUNCH.



AN INTERVIEW WITH THE HEADMASTER: THE REVEREND G. SNOW TALKING TO BOYS OF THE MIDDLE SCHOOL.

From time to time *The Illustrated London News* has published illustrations of some of the famous schools of Britain and the Commonwealth. Among the more recent, our readers may remember those of Haileybury, Repton and Sherborne, and, in the Commonwealth, Upper Canada College and Geelong Grammar School. With this issue we present the first of a new series of supplements illustrating famous schools of Britain and the Commonwealth.

Ardingly College, Sussex, which is the first school illustrated in the new series, is now celebrating its Centenary. On June 9 the College is to be honoured—during its centenary year—by a visit of the Queen and the Duke of Edinburgh. The climax of the centenary celebrations will be reached on June 14, Commemoration Day, when there will be a thanksgiving service and when the school will be visited by the Prime Minister.

Photographs specially taken for "The Illustrated London News" by Chris Ware, Keystone Press Agency, Ltd.

WORK AND PLAY: PHYSICS AND OUT-OF-SCHOOL ACTIVITIES AT ARDINGLY.



IN THE ART SCHOOL, SURROUNDED BY VARIOUS WORKS OF ART: BOYS WORKING OR SEEKING INSPIRATION, UNDER THE SUPERVISION OF THE ART MASTER.



IN THE CARPENTRY SHOP: BOYS ENGAGED IN A POPULAR HOBBY, MAKING SHELVES, TRAYS AND OTHER USEFUL OBJECTS.



LEARNING TO HEW LIVING SHAPES FROM STONE: SOME OF THE BOYS PHOTOGRAPHED DURING A CLASS IN SCULPTURE.



PREPARING A DISPLAY BEFORE THE ROYAL VISIT: A SCENE OF HARD WORK AND DEEP CONCENTRATION IN THE ART SCHOOL.



■ THE ADVANCED PHYSICS LABORATORY: SIXTH FORM BOYS, AND ONE OF THE MASTERS, WORKING WITH COMPLEX APPARATUS.

On June 14, following the visit of the Queen and the Duke of Edinburgh on June 9, Ardingly College will be holding its Commemoration Day and will be celebrating its Centenary with a Thanksgiving Service and a Luncheon. The guest of honour at the luncheon will be the Prime Minister, who lives not far from the College and who will afterwards be opening the new science wing—for which there was a generous grant from the Industrial Fund. At the



A FAVOURITE PASTIME: A MODEL RAILWAY WHICH HAS BEEN BUILT BY THE BOYS AND IS A POPULAR ATTRACTION OUT OF SCHOOL HOURS.

Thanksgiving Service the sermon will be preached by the Bishop of Exeter, President of the Woodard Corporation. The Centenary has also been marked by the completion of the Chapel tower, which was officially opened on Commemoration Day last year, and by a plan to construct a Centenary Building which would replace the pavilion and provide a place where boys could meet their parents and where Old Ardinians and other visitors could be entertained.

Photographs specially taken for "The Illustrated London News" by Chris Ware, Keystone Press Agency, Ltd.

A SUSSEX PUBLIC SCHOOL: STUDY AND P.T. AT ARDINGLY.



THE KIND OF SCENE FAMILIAR TO GENERATIONS OF SCHOOLBOYS: A VIEW OF THE PLAYING FIELDS, SCHOOL BUILDINGS AND THE CHAPEL.



THE CHAPEL, SHOWING THE ADDITION WHICH HAS BEEN MADE TO THE TOP OF THE TOWER AS PART OF THE CENTENARY BUILDING PLANS.



KEEPING FIT IN THE CHILLY LIGHT OF DAWN: BOYS DOING PHYSICAL TRAINING ON THE TERRACE AT 7.15 A.M.



A GOOD JUMP: A BOY NEATLY CLEARING THE VAULTING-HORSE, TO THE ADMIRATION OF HIS COLLEAGUES, DURING AN OUTDOOR GYMNASTICS SESSION.



AN IMPRESSIVE SCENE OF LEARNING: WORK IN PROGRESS DURING A "STUDY PERIOD." THE INDIVIDUAL COMPARTMENTS ARE KNOWN AS CARRELS.



READING A PLAY BY BERNARD SHAW: BOYS AND AN ENGLISH MASTER STUDY "BACK TO METHUSELAH" AT A LITERARY SOCIETY MEETING.

In 1955 a Centenary Appeal was launched to provide funds for a two-fold building plan for Ardingly College, which was founded a century ago this year. The plan was to complete the Chapel tower and to build a Centenary Building. The addition to the Chapel tower, which can be seen in one of the photographs and which was officially opened last year, was designed by Mr. Keir Hett. Previously the tower ended rather abruptly just above the Chapel roof

and no record existed of the founder's intentions for its completion. The structure of the tower is such that it could support only a relatively simple addition at the most, a plain Sussex pinnacle. The Centenary Building, for which plans have been prepared by Mr. Fitzroy Robinson, has not yet been begun but it is hoped the first signs of progress will appear on the site before the grand celebrations of June 14.

Photographs specially taken for "The Illustrated London News" by Chris Ware, Keystone Press Agency, Ltd.

FROM SCIENCE TO SWIMMING: SCENES AT ARDINGLY COLLEGE.



AT THE FINE COLLEGE SWIMMING BATH: BOYS ENJOYING A BATHE DURING A SPELL OF GOOD SUMMER WEATHER.



IN ONE OF THE WELL-EQUIPPED COLLEGE CHEMISTRY LABORATORIES: A LESSON BEING GIVEN ON THE PREPARATION OF VARIOUS CHEMICALS.



A MEAL IN PROGRESS IN THE DINING-HALL. AT THE BACK ON THE LEFT IS A PORTRAIT OF NATHANIEL WOODARD, THE FOUNDER.



A SCENE OF INDUSTRY: A GROUP OF BOYS HARD AT WORK IN THE SPACIOUS AND PLEASANT COLLEGE LIBRARY.



TO BE OPENED BY THE PRIME MINISTER ON JUNE 14: THE NEW SCIENCE WING, FOR WHICH THE INDUSTRIAL FUND MADE A GENEROUS GRANT.

Ardingly College was founded in 1858 and its Centenary celebrations described on the accompanying pages. Known as St. Saviour's School, it was first situated at Shoreham, moving to its present site near Haywards Heath in 1870. The College is a Woodard Foundation—one of the Society of Schools which the Reverend Nathaniel Woodard established from 1847 onwards. There are now seventeen of these schools, both for boys and for girls, and among them Lancing and Hurstpierpoint. The founder was a noted



ON THE RANGE: BOYS UNDERGOING TARGET PRACTICE. ARDINGLY HAS PRODUCED SOME NOTABLE TEAMS FOR SHOOTING COMPETITIONS AT BISLEY.

pioneer in education and his schools were intended to "promote Christian education among the middle classes in her Majesty's Dominions and especially among the poorer members of these classes. . . ." As free education began to serve some of the College's original purposes, Ardingly became more and more a normal public school. By 1915 the first boy had gone on to the University. There is a wide range of out-of-school activities, and music and drama especially form an important part of the school life.

Photographs specially taken for "The Illustrated London News" by Chris Ware, Keystone Press Agency, Ltd.

NOTABLE PERSONALITIES OF THE WEEK: PEOPLE AND EVENTS IN THE PUBLIC EYE.



TO BE TRIED FOR HELPING INDONESIAN REBELS: A. L. POPE.
 Allan Lawrence Pope, of Florida, who is a former lieutenant of the U.S.A.F., is to be tried in a military court in Jakarta on a charge of committing acts hostile to the legal Indonesian Government. An Indonesian, in a B 26 bomber with Pope when it was shot down, is also being tried.



A U.N. OFFICER KILLED: COLONEL GEORGE FLINT.
 Colonel George Flint, a Canadian Army officer attached to the United Nations truce supervision organisation in Jerusalem, was found shot dead, with two Israeli policemen, on May 26 after a clash between Israelis and Jordanians on Mount Scopus, in Jerusalem.



A LOSS TO THE ROMAN CATHOLIC CHURCH: CARDINAL STRITCH.
 Cardinal Stritch, who was Archbishop of Chicago since 1939 and who had recently been appointed Pro-Prefect of the Sacred Congregation of Propaganda, died aged seventy on May 27. He was the first American cardinal to be given the direction of a Congregation in the Roman Curia.



THE PAPER TRADE LOSES A LEADING FIGURE: SIR R. REED.
 Sir Ralph Reed, former Chairman of Albert E. Reed and Co. Ltd., and Paper Controller from 1939 to 1951, died suddenly on May 29 at the age of seventy-three. He devoted his business life to the paper trade and to the company founded by his father, Albert E. Reed.



TO BE POLICE COMMISSIONER LONDON: MR. J. SIMPSON.
 Mr. Joseph Simpson, who joined the Metropolitan Police as a constable on the beat in 1931, is to be Commissioner of Police of the Metropolis, in succession to Sir John Nott-Bower, from September 1. Mr. Simpson is 41 and will be one of the youngest to hold the appointment.



A NOTED FRENCH NOVELIST DIES: M. FRANCIS CARCO.
 M. Francis Carco, the French novelist, died on May 26 aged seventy-one. A writer with a captivating style, he took his themes mostly from the artistic Bohemia and the underworld of the Paris of an earlier age. He placed his first novel, "Jésus la Caille," in 1914.



AN AWARD FOR AIR NAVIGATION IN THE ANTARCTIC: SQUADRON LEADER J. H. LEWIS (RIGHT) RECEIVING THE JOHNSTON MEMORIAL TROPHY AT THE DORCHESTER HOTEL.
 Squadron Leader J. H. Lewis has been awarded the Johnston Memorial Trophy by the Guild of Air Pilots and Air Navigators for air navigation in reconnaissance and other flying, in 1956 and 1957, in support of the British Commonwealth Trans-Antarctic Expedition, and in the first air crossing of the Antarctic continent in a single-engined aircraft. The presentation was on May 28.



A FAMOUS SPANISH POET DIES: JUAN RAMON JIMENEZ.
 Juan Ramón Jiménez, the exiled Spanish poet and Nobel prize-winner of 1956, died in Puerto Rico on May 29. He had written over forty books, most of them in verse, and his best-known prose work, "Platero y yo," the story of a poet and his donkey, had achieved international popularity.



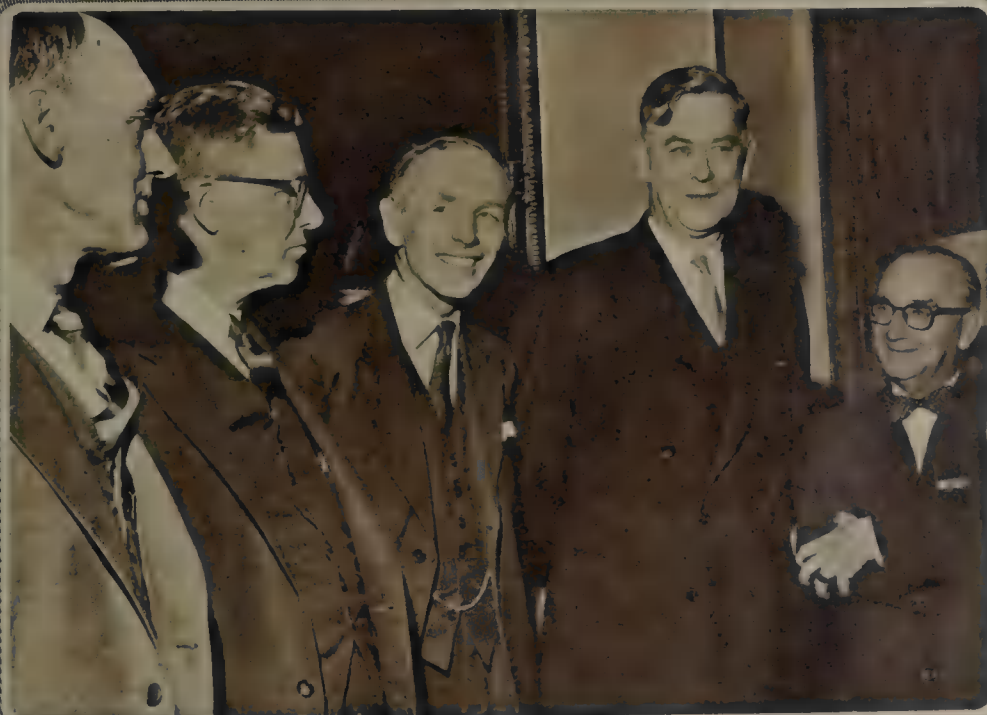
A GREAT SURGEON DIES: LORD WEBB-JOHNSON.
 Lord Webb-Johnson, who was President of the Royal College of Surgeons for a record term, from 1941 to 1949, and surgeon to Queen Mary from 1936 until her death, died on May 28. He graduated at Manchester University, and for many years associated with Middlesex Hospital.



A LEADER OF THE CORSICAN UPRISING: M. ARRIGHI.
 The seizing of the Prefecture in Ajaccio, capital of Corsica, on May 24, occurred shortly after the arrival from Algiers of M. Arrighi, Deputy for Corsica. He was associated with leaders of the coup, the National Assembly later voting to deprive him of Parliamentary immunity.



DEDICATING AN ATOMIC POWER STATION BY REMOTE CONTROL: PRESIDENT EISENHOWER.
 At the White House, in Washington, on May 26, President Eisenhower waved a "neutron wand," thus formally dedicating the atomic power plant at Shippingport, Pennsylvania, which has been operating since December.



IN LONDON: PRIME MINISTERS OF FOUR CANADIAN PROVINCES, WITH LORD HOME (CENTRE).
 On May 29 four Canadian Prime Ministers attended the opening of the office, in Trafalgar Square, of the Agent-General for the Atlantic Provinces, formerly known as the Maritime Provinces. Above, left to right, are Mr. R. L. Stanfield (Nova Scotia), Mr. H. J. Flemming (New Brunswick), Lord Home, Secretary of State, Commonwealth Relations, Mr. Alexander Matheson (Prince Edward Island) and Mr. J. R. Smallwood (Newfoundland).



A GREAT COLLECTOR OF ORIENTAL ART DIES: SIR HERBERT INGRAM, BT., D.LITT.
 Sir Herbert Ingram, a noted collector of Oriental works of art, died on June 1. In 1956 he gave his important collection to Oxford University. Long associated with this paper as a director, he recently received an Hon. D.Litt. at Oxford.



A SCENE DURING THE RECENT PERFORMANCE OF THE THEBAN PLAYS IN AUSTRALIA: ISMENE BESEECHING CREON TO SPARE ANTIGONE FOR THE SAKE OF HIS OWN



A CLIMAX IN THE TRAGIC CONFLICT OF LOYALTIES OF THE LAST PART OF THE DRAMA: THE GUARDS RESTRAIN CREON BEFORE ANTIGONE IS ENTOMBED A
SOPHOCLES "DOWN UNDER": THE THEBAN PLAYS PERFORMED AS A SING



AS THE CHORUS STRUGGLE WITH CREON : THESEUS ENTERS AND DEMANDS TO KNOW THE CAUSE OF THE DISTURBANCE.

A NOTABLE theatrical event took place in Parramatta, New South Wales, last April when boys of The King's School performed the three Theban plays of Sophocles—"Oedipus the King," "Antigone" and "Oedipus at Colonus"—as one tragic drama. A new English version of the plays, by the director of the production, Mr. Eric Sowerby Drake, with the co-operation of Mr. Godfrey Tanner, both masters of the school, was specially written for the occasion. The fine scenery and costumes were made during a period of ten weeks by a large group of boys, assisted by several masters and masters' wives. Inadequate rehearsal, that bugbear of school plays, was avoided as the cast retired to a rehearsal camp during the short Easter vacation. The stage setting was intended to reflect the Aegean period of the fifteenth century B.C., the period to which the Oedipus story belongs. The set was inspired by the north entrance portico at Knossos, and the decorations by those of the Vaphio cup and the Knossos frescoes. The decorations were designed by the art master, Mr. Eric Jabour, who was also responsible for the Ionic-style costumes. In Act II the Acropolis appeared in the set to symbolise the association of this part of the play with the highest traditions of fifth-century Athens. The cast was entirely of boys.



LEADING UP TO THE SUICIDE OF HIS WIFE AND SON : CREON ABOUT TO TAKE ANTIGONE FROM HER SUPPLIANT'S REFUGE.

TRAGIC DRAMA BY BOYS OF THE KING'S SCHOOL, PARRAMATTA, AUSTRALIA.

THE WORLD OF THE THEATRE.

FOR A BIRTHDAY.

By J. C. TREWIN.

LAST Sunday, June 1, was Masfield's Day, the eightieth birthday of the Poet Laureate. Once more I found myself thinking of words* that he wrote (with no thought of application to himself) fifteen years ago:

Time has not dimmed the
seaman-guiding North,
The Guards at watch, Orion
striding forth

and of the last lines of his book, "So Long to Learn"†:

I have enjoyed stories, their
making, telling, and performing;
and in all the happy process
have been marvellously helped.
I hope that, like the people in
stories, I may live happily ever
after, though the state of the
world makes this unlikely, and
the "ever" cannot now be long.

John Masfield's admirers—and many will have sent their greetings to Burcote Brook last weekend—are sure enough that this great Englishman's name is set in the literature of our land.

I came early to Masfield because my father, who was a deep-water seaman, admired him as seamen must. (I was grieved that "The Bird of Dawning" reached us in the year after my father's death.) Since childhood, Masfield—in his three rôles as poet, story-teller and dramatist—has meant more to me than any writer of his time. "In books," he has said‡, "may be found what our masters called Humanity, and our great-grandfathers Civility," and these are the qualities

Always he has loved the theatre and the power of "the acted passion, beautiful and swift," words from his prefatory ode for the opening of the second Shakespeare Memorial Theatre at Stratford-upon-Avon. It was right for Masfield's words to be spoken then, and right, also, that his should have been the dedicatory lines (with the phrase, "Men's passions made a play-thing, and sublime") at the foundation-stonelaying of the National Theatre: one day, and we must be patient yet, the building will rise on the south bank of the Thames.

On the stage, though we see far less of Masfield the dramatist than we should, he must be ever in the mind of those for whom the Theatre means more than just the work of the last five years. Many will remember first "The Tragedy of Nan," with its uncompromising, unswerving tragic force, and the beauty of those speeches in which the Gaffer summons the high tide of Severn. It comes up with a flash like a swan from the pool. "The Tragedy of Pompey the Great" has a classic spareness: "There are two Romes, Metellus. One built of brick by hodsmen. But the Rome I serve glimmers in the uplifted heart; it is a court for the calm gods, that Rome. Let me not shame that city. Advance the eagles."

Then we have "The Faithful," austere tragedy of anguish and revenge from the ceremonious, sinister Japan of 1701; "Good Friday," a play, composed apparently with the simplest means, that moves always on two levels, and sinks at last to peace under the Paschal moon; "Melloney Holtspur," with its hand of the dead upon the living, its modern lovers caught in a net of old sorrows; and "The Coming of Christ," a Canterbury Festival play, in which we find the line, "Hail, little captain, tender-browed, with fingers far too frail for swords." There is every temptation to add to the list (many will add the version of a terrifying Norwegian play, "The Witch"), but here I can name only the brief drama of "Philip the King," much in my mind the other day while I listened to the Armada-period "Dagger's Point" at Birmingham.



"IN HIS BIRTHDAY WEEK THE THOUGHTS OF ALL FOR WHOM OUR STAGE IS MORE THAN A FLUTTER OF MAYFLIES, MUST BE WITH HIM": MR. JOHN MASEFIELD, O.M., POET LAUREATE SINCE 1930, WHO CELEBRATED HIS EIGHTIETH BIRTHDAY ON SUNDAY LAST, JUNE 1

"Philip the King" studies Philip's mental agony while he waits for news of the Armada—"this fleet, this death, this Dragon's birth"—that had sailed for England two months earlier. The Infanta describes for him the first movement of the fleet; Philip, alone, is environed by accusing ghost-voices; an English prisoner is brought in with vague news of Spanish triumph; and then, when the crowd outside is cheering, there creeps up suddenly the sad song of Recalde's

John Masfield has never cared for the coteries, for the flickers of temporarily modish criticism. Clearly and bravely, he has gone his own way, lighting the mind for us, never forgetting "the acted passion beautiful and swift," matching word to deed in a manner little-practised now. Nobly, he has advanced the eagles. And in his birthday week the thoughts of all for whom our stage is more than a flutter of mayflies, must be with him.

There has been a good deal in the West End theatre since my last article, though it has not meant very much. I enjoyed most "The Big Tickle" (Duke of York's), which does all that it intends to do: that is, to amuse us unexactly for two-and-a-half hours. By now we are used to outbursts of crime in unexpected places. Here the criminal is a concert pianist who has the perfectly laudable desire to finance that week's revolution in a South American republic. She must discover the money somehow, and since (in the theatre) she is, happily, Miss Yvonne Arnaud, we can guess how delighted she is to learn of the profits from expert burglary.

The three burglars who appear in her flat, thinking she is away, are soon brought into her plans. Their part is the "tickling," hers to tell them what can be "tickled," where there are rich deposits of "tom" (tomfoolery, rhyming slang for jewellery) to be taken at an appropriate time. The appropriate time is when she is playing at a concert, and the owner of the "tom" has received tickets. Result: an empty flat, an empty safe next morning, and much "crinkle" for Miss Arnaud, her associates, and the South American republic.

Yes, I know: nonsense, and, at first, a little slow and self-conscious. But Ronald Millar, the dramatist, gets going; Miss Arnaud (if she will forgive the quotation) squeaks and gibbers rapturously—her timing has never been more precise—and Jack Hulbert, as her husband, is about the flat, blandly prepared to help at the right moment. Nothing but go-as-you-please farce; but it is happy enough for a summer night.

I will not say more of Agatha Christie's "Verdict" (Strand) than to regret the tone of some of the attacks upon a writer who has added usefully to popular pleasure. Agreed, this is not a good play; but that is no reason at all for mocking relish in disaster. Other work lately has included "Flesh to a Tiger" (Royal Court), a hot-pot of Jamaican atmospherics by a new writer, Barry Reckord; and "The Key of the Door" (Lyric, Hammer-smith), in which Philip Mackie, in asking us to decide who killed Stella, forgets that we

ought to have at least some interest in Stella and the possible suspects. Alas, they are, all of them, uncommonly tedious, though Micheal MacLiammoir and Joyce Heron are artists to respect. I would have been happier if those cheerful burlesque creations of Masfield had appeared to enliven the evening*:

See there, my paltry wordlings, lie
you there.

I am Assassinito, do you know,
And this, my gallant comrade,
Murderano.

We are the minions of Count
Ruffiano...

Alas, we had to make do with Mr. Mackie's characters, and they were hardly enough.

*"Play-Writing" in "Recent Prose." (Heinemann, 1932 edition.) P. 149



"NOTHING BUT GO-AS-YOU-PLEASE FARCE; BUT IT IS HAPPY ENOUGH FOR A SUMMER NIGHT": "THE BIG TICKLE" (DUKE OF YORK'S), SHOWING (L. TO R.) REGGIE (JACK HULBERT), POPPY FENTON (MOYRA FRASER) AND ERIKA (YVONNE ARNAUD) ■ A SCENE FROM ACT II OF RONALD MILLAR'S PLAY.

men, the beaten men, the survivors of defeat. And the Messenger, a grey captain, appears with his tale of disaster ("Our broken galleons house the gannet-birds"), told in the varied narrative measures of which Masfield is supreme master. It is, I repeat, a tragedy that burns like flame in frost.

OUR CRITIC'S FIRST-NIGHT JOURNAL.

"MUCH ADO ABOUT NOTHING" (Open Air Theatre, Regent's Park).—Robert Atkins's production, with himself as Dogberry, and Anthony Sharp and Ruth Dunning as Benedick and Beatrice. (June 2.)

"YOU, TOO, CAN HAVE A BODY" (Victoria Palace).—A farce. (June 2.)

"HAMLET" (Stratford-upon-Avon).—Michael Redgrave as Hamlet. Director: Glen Byam Shaw. (June 3.)

"SOMETHING'S BURNING" (Arts).—A light comedy. (June 3.)

"SPEAKING OF MURDER" (St. Martins).—"Suspense thriller." (June 4.)

*"Wonderings." (Heinemann, 1943.) P. 49.

†"So Long to Learn." (Heinemann, 1952.) P. 242.

‡"I Want! I Want!" (National Book Council, 1944.) P. 31.

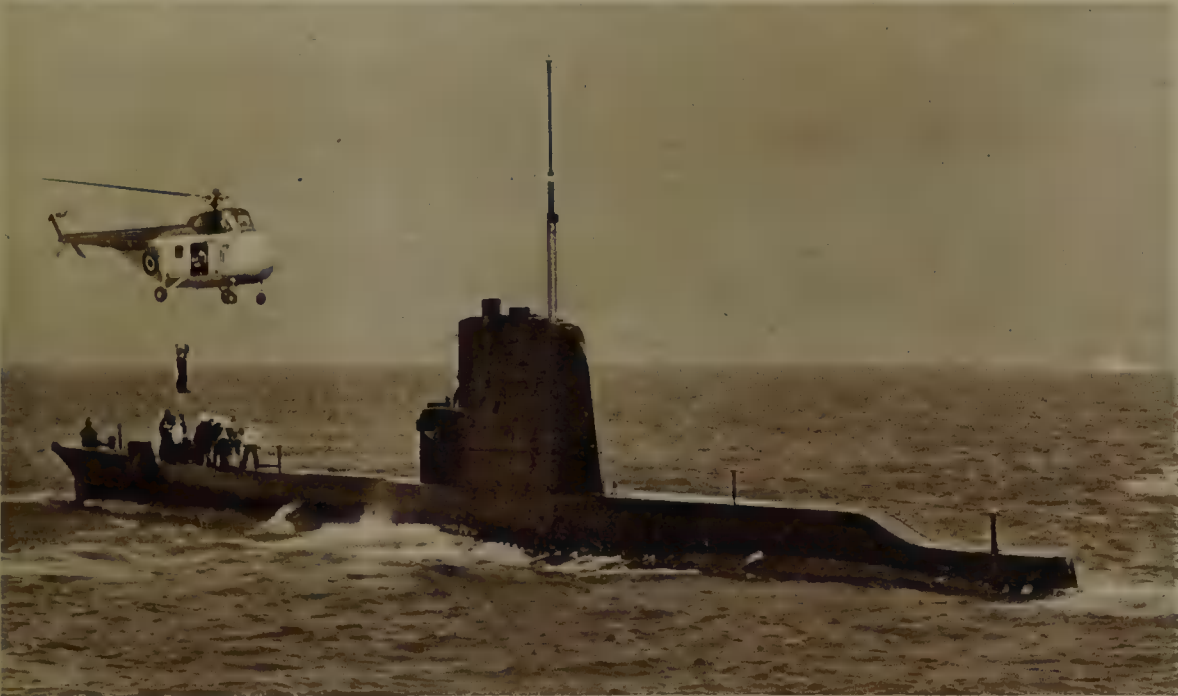
FROM SUBMARINE TO SHIP BY HELICOPTER; AND OTHER MATTERS MARITIME.



BRIDGING AMERICA'S HISTORY : *MAYFLOWER II*, DRESSED WITH LIGHTS AND LYING IN THE POTOMAC, SEEN AGAINST THE FLOODLIT CAPITOL AT WASHINGTON.
After an exhibition visit to Miami, in Florida, where she was visited by 500,000 sightseers, *Mayflower II* came to Washington, D.C., for a two-month visit to the capital. An interesting suggestion has been made that she should race against the American-built replica of *Susan Constant*.



A NEW LANDMARK FOR H.M.S. *EXCELLENT*, THE NAVAL GUNNERY SCHOOL : A MODEL OF H.M.S. *CHARLOTTE*, UNVEILED BY ADMIRAL OF THE FLEET SIR ARTHUR POWER. On May 30 a 30-ft. model of H.M.S. *Charlotte*, rigged as in 1794, was unveiled at Whale Island, Portsmouth. H.M.S. *Charlotte* was Lord Howe's flagship in the battle of the Glorious First of June in 1794 and a later first rate of the same name was the Navy's Gunnery School at Portsmouth from 1859 until the School moved ashore in the 1890's and H.M.S. *Charlotte* was broken up.



AN AMPHIBIAN OPERATION FOR THE MINISTER OF DEFENCE : MR. DUNCAN SANDYS LEAVES H.M. *TRUNCHEON* FOR TRANSFERENCE TO THE FRIGATE *GRENVILLE*.
On May 30 the Minister of Defence, Mr. Duncan Sandys, spent four hours with the Royal Navy at Portland to see demonstrations of submarine and anti-submarine warfare. He travelled by helicopter from London, and after talks with experts in the submarine *Truncheon*, was transferred by helicopter to *Grenville*, in which he watched the frigates hunt down the submarine and attack her.



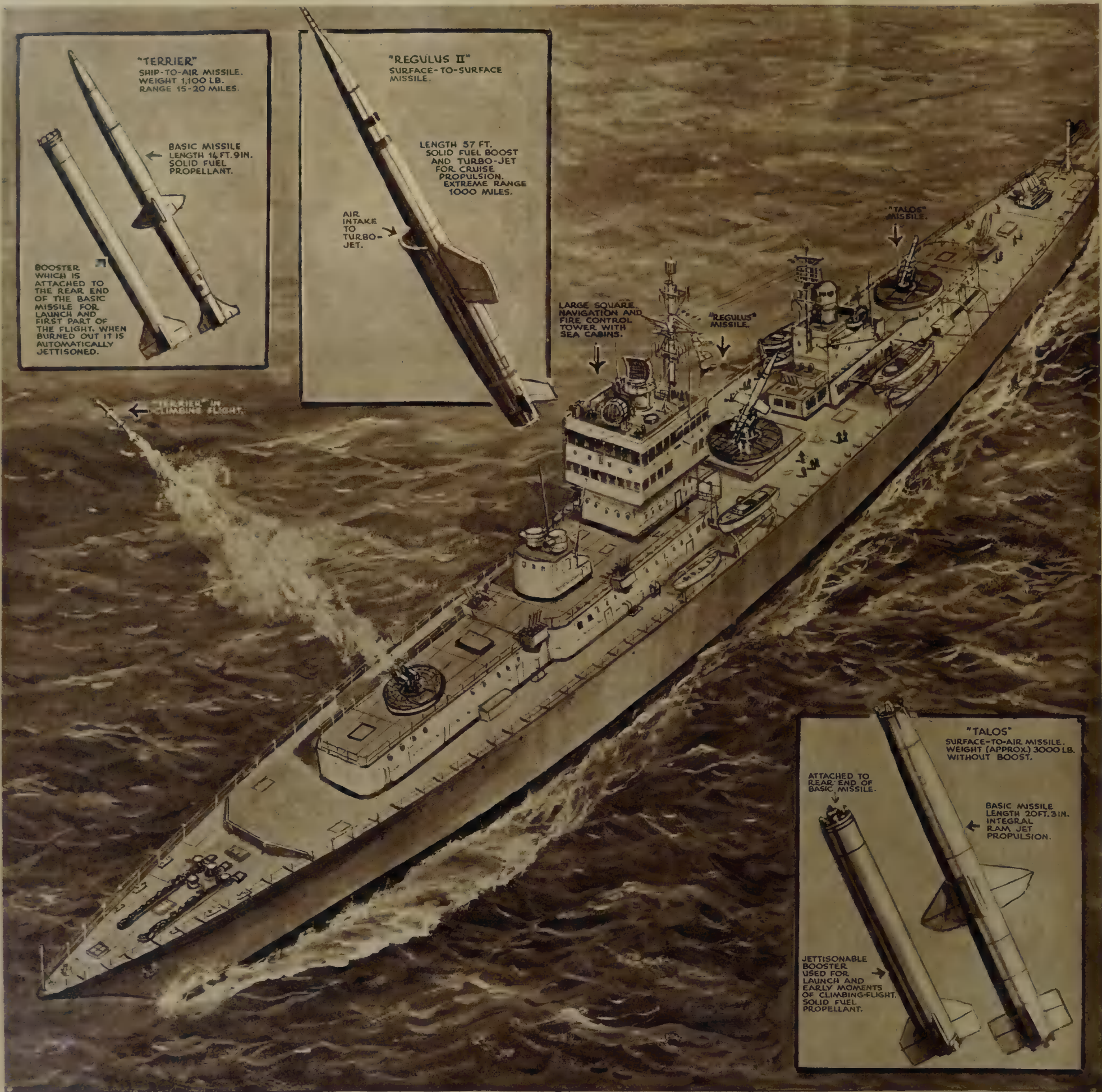
FROM SUBMARINE BY AIR TO SURFACE VESSEL : MR. DUNCAN SANDYS BEING LOWERED ON TO *GRENVILLE* WHILE VISITING OPERATION "SUB-HUNT."



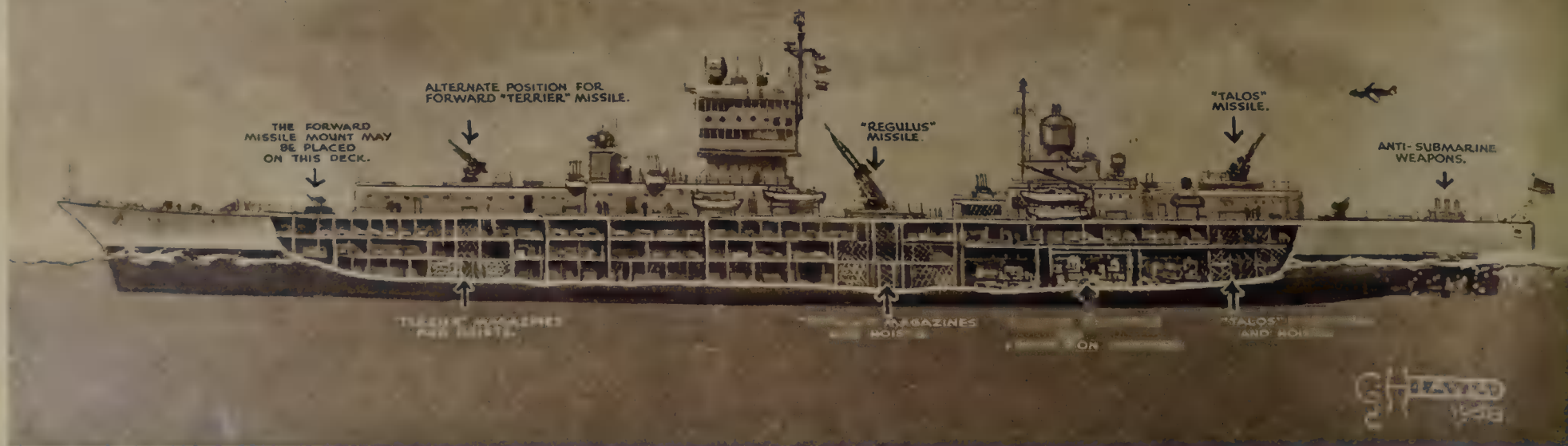
HER LAST VOYAGE : H.M.S. *HOWE*, THE LAST OF THE "KING GEORGE V" CLASS OF BATTLESHIPS, PASSES MOUNT EDGCUMBE AS SHE WAS BEING TOWED OUT OF DEVONPORT EN ROUTE FOR THE SHIPBREAKERS' YARD AT INVERKEITHING. *HOWE* WAS COMPLETED IN 1942 AND WAS OF 44,510 TONS FULL LOAD.



A NEW LANDMARK IN THE EAST END OF LONDON : THE BELFRY AND THE CHURCH FOR FINNISH SEAMEN IN BERMONDSEY, WHICH WAS CONSECRATED ON JUNE 1. This Finnish Seamen's Church, with its 70-ft. open-sided belfry tower, has been built on a bombed site near the end of the Rotherhithe Tunnel. As well as the church, the building contains recreation rooms, a Finnish *Sauna* and a flat for the Chaplain.



SECTIONAL SIDE VIEW OF THE NEW U.S. CRUISER "LONG BEACH"



NOW UNDER CONSTRUCTION—A WARSHIP OF THE NEAR FUTURE : *LONG BEACH*—THE UNITED STATES' FIRST NUCLEAR-POWERED CRUISER, AND HER GUIDED MISSILE ARMAMENTS.

The keel of the first ship of a new and powerful class of guided missile cruisers for the United States Navy has recently been laid at the Quincy (Mass.) Yard of the Bethlehem Steel Company, and it is hoped that this nuclear-powered vessel will be joining the fleet in 1961. Named *Long Beach*, she will be of approximately 14,000 tons, and some 750 ft. long. The first nuclear-powered surface ship in the world, she is also the first cruiser to be designed and constructed from the keel up in the United States since the end of the Second World War. She will be without funnels, but is to have a very large square tower in which will be housed much of her navigation, control and radar equipment. Her armament, so it is reported, will consist

almost entirely of guided missiles: *Terrier* surface-to-air missiles forward, the large and powerful *Regulus II* surface-to-surface missiles amidships, and *Talos* surface-to-air missiles aft. It is believed that her missile magazines will have automatic hoisting and loading equipment of a very revolutionary type. *Long Beach* will also have the latest anti-submarine weapons. Mr. Davis's drawing, which is based on an official sketch, gives an impression of this notable ship as she may appear on completion. The exact position for her forward launching platform has apparently not yet been finally decided, but the superstructure will probably be chosen as it is higher and less liable to be "washed out" when the ship is in action in a seaway.

Drawn by our Special Artist, G. H. Davis, S.M.A.



READY FOR ACTION: PART OF THE ARMAMENT OF THE UNITED STATES' FIRST GUIDED MISSILE LIGHT CRUISER—A BENDIX TALOS SURFACE-TO-AIR MISSILE ON BOARD U.S.S. GALVESTON.

U.S.S. *Galveston*, the first of the "Cleveland" class light cruisers being converted to guided missile light cruisers to have been completed, was commissioned at Philadelphia on May 28. She carries forty-six Bendix *Talos* guided missiles for use against aircraft. It is claimed that these supersonic missiles—powered by ramjet—can destroy any known bomber at a range

of more than sixty-five miles and at stratosphere altitudes. Described as a "beam-rider with semi-active homing" the *Talos* can carry either a high-explosive or a nuclear warhead. Six other "Cleveland" class cruisers are being converted. The U.S. Navy's first nuclear powered guided missile cruiser—now under construction—is illustrated in Mr. Davis' drawing on the facing page.

ONCE DESOLATE WASTES: THE FERTILE CAMARGUE RICE-FIELDS.



WHERE MAN HAS LONG BATTLED AGAINST NATURE: A SCENE IN THE CAMARGUE, SHOWING THE SANDY SOIL AND SCRUB.



SOME OF THE COLOURFUL BIRDS FOR WHICH THE REGION IS FAMOUS: FLAMINGOES IN THE RHONE DELTA, ONE OF THE FEW PLACES WHERE THESE CURIOUS BIRDS FLOURISH.
Copyright G. K. Yeates



IN AN AREA WHERE SOME 57,000 ACRES OF RICE ARE NOW UNDER CULTIVATION AND 63,000 TONS OF REFINED RICE WERE PRODUCED LAST YEAR: THE IRRIGATION OF THE "PADDY FIELDS."



WHERE SOME 500 MILES OF IRRIGATION CHANNELS HAVE HAD TO BE DUG: THE REMARKABLE TRANSFORMATION OF WHAT WAS HITHERTO A BARREN REGION.



IN A COUNTRY ONCE KNOWN CHIEFLY FOR ITS BIRDS, CATTLE AND HORSES: A CAMARGUE COWBOY WITH A LOCAL HORSE.



AT LE MERLE: THE LARGE RESERVOIR OF WATER WHICH IS USED FOR THE IRRIGATION OF THE RICE-FIELDS. THE LATTER IS A COSTLY AND COMPLEX FACTOR.

SINCE 1942 one of the most picturesque, though barren and desolate, regions in the South of France, the Camargue, has been the scene of remarkable development and change. The Camargue occupies the delta of the Rhône, stretching out between the two branches of the river, to the east and to the west, with Arles to the north and bordered by the Mediterranean on the south. Most people associate the Camargue with the flamingo, that curious and beautiful bird which is one of the glories and treasures of this muddy, salty land; with the local black bulls, which are used in the Provence bull-rings, and the white horses which graze on the rough pasture. An old gazetteer, after describing the geographic location of the Camargue, sums up the region with one word: "Unhealthy." To-day, however, a transformation has taken place and the efforts

FRANCE'S NEW INDUSTRY IN THE CAMARGUE: RICE CULTIVATION.



HOME OF THE BLACK BULLS USED IN THE PROVENCE BULL-RINGS: A TYPICAL CAMARGUE SCENE, SHOWING CATTLE BEING ROUNDED UP. THE BULLS, RENOWNED FOR THEIR FEROCITY AND COURAGE IN THE ARENA, ARE KEPT AT LIBERTY UNDER THE GUARD OF SKILFUL HORSEMEN.



A NOTABLE CHANGE: THE CULTIVATION OF RICE IN WHAT WAS SO RECENTLY A BARREN AND DESOLATE REGION.



AT THE EXPERIMENTAL RICE-GROWING CENTRE AT LE MERLE: REGULATING THE FLOW OF WATER FOR THE IRRIGATION OF THE RICE-FIELDS WHERE THE SALTY SOIL PRESENTS PROBLEMS.



SCENE OF A ROMANTIC LEGEND: SAINTES MARIES DE LA MER, WHERE IT WAS ONCE BELIEVED THAT ST. MARY MAGDALEN LANDED WITH A PARTY OF CHRISTIAN EXILES.



A STRIKING FEATURE OF THE CAMARGUE LANDSCAPE: ONE OF THE ROUND FARM BUILDINGS WITH LIMESTONE WALLS AND THATCHED ROOF. ON THE RIGHT IS ANOTHER FARM BUILDING.

and ingenuity of French agriculturists have already succeeded in converting much of the desolate waste land into fertile rice-fields. In 1942, during the period of great scarcity, serious efforts were made to cultivate rice in this region which, though it has a hot climate, suffers from the prevailing mistral. To-day it is calculated that £8,000,000 is invested in the industry; much of the capital expenditure being needed for the system of irrigation of the salty soil. Irrigation is the basis of the cultivation of rice and hundreds of miles of channels have had to be dug and pumping stations built. There are now over 2000 rice farms in the area and about 50,000 people making a living from the new industry. In 1946, 2500 acres were sown with rice; by 1957 the area had grown to 57,000. In 1957, which was a record year, 63,000 tons of refined rice were produced.



A TYPICAL GARDIAN HOUSE. THE GARDIANS ARE THE BREEDERS AND KEEPERS OF THE BULLS.

NOTES FOR THE NOVEL-READER.

THE NOVEL OF THE WEEK.

THE other day I said that "truly great novels" (frankly so called) were even now rather far between. It seems as though they were getting closer. For already, here is "**By Love Possessed**," by James Gould Cozzens (Longmans; 18s.)—a "triumphant masterwork," and "one of the finest novels of this century." It covers forty-nine hours in the life of a New England, small-town lawyer, and is (approximately) the size of "War and Peace." We are told America went dizzy about it. On the other hand, it succeeds "Guard of Honour," one of the most mature, intelligent novels of the century. And so, what?

Well, I was less impressed than by "Guard of Honour." This time I thought Mr. Cozzens had tried too hard, stretched himself too far, losing mass and grip. The new product is certainly wire-drawn, iterative and magniloquent. But it is superbly organised, and I believe it would grow on one. Unluckily, the reviewer can't give it a chance. What one may say offhand is that the forty-nine hours of Arthur Winner's perpetual motion round and about Brocton, his legal and personal encounters, his meditations and memories, reflect the whole quality and scope of human existence: in particular, how we ripe and ripe, and in the end all is vain, no one is above-board, and there is no solace but "Let's pretend." For the "love" of this book signifies emotion rampant. Any emotion—sexual, religious or what have you; any escape from the "bare bitter diet" of reason to the feast of feeling.

Arthur Winner (*why* call him that every time, or indeed in the first place?)—our hero is not among passion's slaves. At fifty-odd, he has a clear view of the world, a deep acquaintance with human motive. He can bear with it, even when repelled. He is Brocton's "fall guy" in all straits, legal or otherwise: kind, trusted, sage, and ever ready to steer and preach. And his theme is always complete honesty. "No other way works; and there aren't any exceptions." This he believes. He really is upright and understanding. Yet it appears gradually that he went wrong with his sons; and that he once had an affair of consummate squalor with his partner's wife. Now, his wisdom is preparing a ghastly suicide. Which reveals that the Nestor of his firm, the byword for utter probity, is engaged in an immense juggling-trick: that he should have seen it years ago: and that his friend and partner did see it, and has been protecting him like a child. And lastly, he has to recant all his moralising about "no exceptions." Life, as I think Mr. Cozzens wrote elsewhere, is not a theory, but a predicament; the way to take it is fact by fact.

OTHER FICTION.

"**The Changeling**," by Robin Jenkins (Macdonald; 13s. 6d.), is a variant of the author's usual, almost his only theme: the downtrodden and oppressed. Often his poor folk have been simple into the bargain. But Tom Curdie is not simple enough; he is a very bright child, doomed to live with an unspeakable family in a revolting slum. At school, he wears filthy rags—and seems not to mind. Bleak, flabby Mr. Forbes, a sentimentalist and a failure, resolves to take action. He will give the boy a holiday. Mrs. Forbes is not pleased, but she agrees.

And Tom braces himself against seduction. For he is indomitable, by the skin of his teeth. He has made it a law never to whine, never to compare, never to need anyone; for if his home life ceased to be axiomatic, he couldn't stand it. . . . In short, the Towellan scheme is murder. Forbes doesn't attempt to think ahead; he is not even wholly sincere and yet one may think this poignant story—one of the author's finest—is rather harsh on him.

"**The Man With Good Intentions**," by James Barlow (Cassell; 15s.), sounds like the same again: but far from it. Killing is *this* righteous person's objective. He speaks grammar-book English, has no knowledge of English life, and is dropped in Morayshire with a parcel of forged notes. If "they" really intend the death of Sir Guy Freeman, they have gone a queer way about it . . . and indeed the hunt is soon up. Mr. Barlow made his debut as a crime novelist specialising in moral wrath and the flaying of vice, and so he continues. This time rather awkwardly, for his Communist zealot is supposed to be getting fond of England: apart from the obligatory sweet girl and one other character—a Negro—one can't see why. But the suspense is good, and the satirical matter gives it body.

"**Poor Harriet**," by Elizabeth Fenwick (Gollancz; 12s. 6d.), opens in Willett, Conn.—where Marianne is still trying to promote the solvency of Bryce Builders, in spite of her own year-old marriage and Tom Bryce's money-devouring Irma. But when Irma dispatches her to New York, with the job of selling a diamond bracelet to "a man she knows of," it is the last straw. Moran's appearance (she mistook him for the caretaker), his "nice English lady," his whole establishment gives her gooseflesh. The bracelet vanishes. Irma vanishes in its trail. And then Willett becomes haunted by the Morans. . . . They are a weirdly convincing pair; and the story is taut, original and very well written.

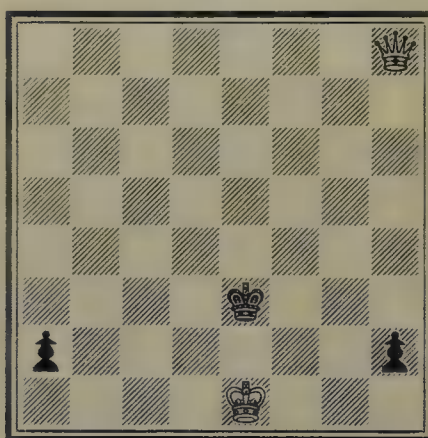
CHESS NOTES.

By BARUCH H. WOOD, M.Sc.

IT is not so long since a correspondent wrote in correcting some analysis in *The Illustrated London News* "Chess Notes" of just over a century ago.

A writer in the Russian chess magazine *Shakhmaty v S.S.S.R.* has attempted to duplicate this feat, but I am not sure he has succeeded.

(Black)



(White)

He fastens on to this position, which Horwitz and Kling had the temerity to claim, in a famous book published in 1851, could not be won by White. He agrees with their analysis for awhile:

1. Q-B3ch K-B5!

1. . . . K-K5? would lose at once, for White could reply 2. K-B2; he is threatening 3. K-Kt2, etc., and can answer 2. . . . P-KR8(Q) by 3. Q-QB6ch and 4. Q×Q.

2. Q-B1ch K-B6

The only move to prevent 3. K-K2.

3. K-Q2 K-Kt7

4. Q-QB6ch K-Kt8

Otherwise 5. Q-R1 wins at once.

5. Q-KKt6ch K-B7

Not 5. . . . K-R8; 6. Q-KKt7!

6. Q-KB6ch K-Kt7

7. Q-KKt7ch K-B7

8. Q-QR1! K-Kt7

9. Q×P! P-R8(Q)

10. K-K3 dis ch

The Russian analysis now concludes "10. . . . K-Kt8? 11. Q-KB2 mate; or 10. . . . K-Kt6; 11. Q-Kt8ch; or 10. . . . K-R6; 11. Q-K6ch."

It is the last of these three lines which intrigues me. I can see a win for White against everything but 11. . . . K-R7, for instance 11. . . . K-Kt6; 12. Q-Kt8ch, K-R7; 13. K-B2!

But after 11. . . . K-R7, white must check, or will himself be checked. After 12. Q-K5ch or 12. Q-Q6ch, 12. . . . K-Kt8, his king cannot approach, so he must check again.

Against a check on the file, Black can bring his queen into play by interposing; 13. Q-Rich, K-R7 leaves White's queen *en prise*, so again he has no time to bring up his king.

In a nutshell, if Black plays his king only to Kt8 or R7 and interposes his queen or checks with it if ever allowed the chance, *where is that win?*

(Did I hear the ghostly voices of Horwitz and Kling murmur "Thank you, Mr. Wood"?)

PERSONAL AND HISTORICAL: FROM HILAIRE BELLOC TO LONDON LIFE.

I REMEMBER that in youth I was much puzzled by the fact that the correspondence of great men, and especially great men of letters, always seemed to be concerned with questions and events of a far loftier nature than the trivialities about which men and women of common clay write to one another. It never occurred to me that such men were capable of making a literary event out of a missed engagement, the visit of an aunt, or the shortcomings of the laundry. Thus, when the late Hilaire Belloc wanted to tell a friend that he had made a speech at a Ladies' Luncheon Club, and that the experience had been very boring, he wrote: "The Ladies' Luncheon Club is like nothing out of Hell. They eat uneatable food, they drink water, and their faces are amazing. I insisted on wine. As I was modest I asked for half a bottle of St. Emilion. It came, it was sour, and half (to my horror) was poured out into another glass. . . ."

There is so much to savour and enjoy in "**Letters From Hilaire Belloc**" (Hollis and Carter; 30s.), edited by Robert Speaight, whose "Life" of Belloc has been so deservedly applauded, that this is essentially a book to buy, to keep—and not to lend. One can read straight through its 300-odd pages without the slightest feeling of that mental indigestion which undiversified correspondence so often induces. But having done so, one wants to turn back and indulge a mood, a reflection, or a whole train of thought which may have been started by some phrase or paragraph. It is not that Belloc's letters were ponderous or didactic. Often enough he can make the reader explode with that Gargantuan laughter which was so typical of the writer himself ("There are on board . . . an American hobbledoy of sixteen or so with his Yankee Parents. This last *ménage* affords me great delight. They discuss Europe with a naïveté which is *renversant*—like sudden Thunder or the House catching fire unexpectedly"). But Belloc could often, in Newman's words, give utterance "as the voice of Nature herself, to that pain and weariness, yet hope of better things, which is the experience of her children in every time."

Mr. Speaight says that these letters illustrate the rare consistency of his character. That is true, of course, but they also show the quality of his granite strength, and how much tenderness and delicacy of feeling went with the somewhat bearish exterior and the panoply of the hard fighter. "I am tired," he writes in 1926, "of controversy and quarrelling, and desire (a) refreshment, (b) light, and (c) peace. But I make this my condition: that the refreshment shall be of the grape and not chemical, that the light shall be of the sun or wax candles, and not electric, and that the peace shall not be of Versailles."

One of Belloc's tragedies was that he never had any religious "feeling" whatever; not for him were the consolations of the spirit. "It is all one thing," he wrote: "The Faith, the Incarnation, the Mass. Something has come down on to this miserable earth. *Deus locutus*. So I write, who am by nature quite impervious to Heavenly things—though I hope to have them later on. But I will defend the Truth." Belloc was a Titan, but Titans can be kindly giants, and here was one who knew how to bring to others the comfort which he himself was never to enjoy.

I turn from a book that is of the rarest quality to three others which are all good of their kind. "**A History of London Life**" (Longmans; 25s.), by R. J. Mitchell and M. D. R. Leys, starts with the pre-Roman age and continues to the formation of the London County Council in 1888. The authors interpret "London" fairly rigorously, so as to exclude even Westminster. As for the wild and barren wastes of Mayfair, Knightsbridge or Kensington, they, of course, are—quite literally—outside the pale. There is much scholarship, but also the true Londoner's eye for the curious or amusing. Nor are the stinks of the foetid city omitted. In fact, the book is as authentic as it is readable, and as well illustrated as planned.

I was unaware of Telford's greatness till I read "**Thomas Telford**" (Longmans; 25s.), by L. T. C. Rolt, the author of an excellent life of Brunel. This story is something of a tragedy. As Mr. Rolt writes, "Telford and his works were eclipsed. The proud canal companies he had served were humbled,

were forced to beg for traffic and ultimately to sell themselves to the all-conquering railways." Yet Telford rests in the nave of Westminster Abbey, and he has earned his place there.

Paris owes much of its beauty to Napoleon III and to Baron Haussmann, his Prefect of the Seine. Edwin Chadwick once said to the former: "Sir, it was said of Augustus that he found Rome brick and left it marble. May it be said of you that you found Paris stinking and left it sweet." With the help of the Baron, the Emperor did so. But rebuilding cities unfortunately costs money, and Haussmann's dubious financial methods finally brought about his downfall. The whole story is well told by David H. Pinkney, an American Professor, in "**Napoleon III and the Rebuilding of Paris**" (Princeton University Press; London, Oxford University Press; 48s.).

E. D. O'BRIEN.

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But you should hear him when he bangs on the table here, just like on the Despatch Box, and says how hard it is to get **Whyte & Mackays** because of those (unparliamentary language) Scots who believe that **Whyte & Mackays** is their very own whisky. Well, we must all come to the aid of the Party, and so I'll leave this **Whyte & Mackays** to Dad.

ME . . . WITH THIS BOTTLE? WHY, NOTHING DAD! JUST ANTICIPATING THE RIGHT HONOURABLE GENTLEMAN'S WISH FOR A **Whyte & Mackays.**



THE WORLD OF MOTORING.

CAR OF THE MONTH—THE STANDARD *ENSIGN*.

By LIEUT.-COLONEL A. G. DOUGLAS CLEAVE, B.Sc., A.M.I.MECH.E.

ONE of the comparatively few new models to make an appearance at Earls Court last October, the Standard *Ensign*, which I recently tested over some 300 miles of give-and-take roads, is interesting for several reasons.

In the first place it possesses a strong family likeness to its elder sister, the *Vanguard III*. Also its engine is an adaptation of that car's power unit, made possible because, having wet cylinder liners, it is easy to fit liners of smaller bore, 76 mm. instead of the original 85 mm. Thus, retaining the same crankshaft with a stroke of 92 mm., the cylinder capacity is reduced to 1670 c.c.

With a compression ratio of 8 to 1 this smaller engine gives a maximum output of 60 b.h.p. at 4000 r.p.m., and to offset the reduction in engine size and power the gear-box provides four well-chosen ratios, has efficient synchromesh mechanism for second, third and top, and is controlled by a floor-mounted central gear-lever.

To those who know the good qualities of the *Vanguard III* the *Ensign* is particularly intriguing, because it combines the economy of a smaller power unit with the passenger accommodation and luggage-carrying capacity made possible by a wheelbase of 8 ft. 6 ins.

In appearance the car follows present fashion, having the curved screen and wrap-round rear window which make for good all-round visibility, especially when both the bonnet and the top panel of the boot slope gracefully downwards so that at their extremities they are no higher than the wings.

In side view the moulded edges to the wing wheel arches, and the indented panels of the doors and rear wings eliminate any need for chromium-plated ornamentation, which is restricted to the wide, shallow radiator grille, the bumpers and the nave plates. The window surrounds on the doors are of anodised aluminium.

Both front and rear seats are of bench type, respectively 50 ins. and 51 ins. wide, and the upholstery and trim are in duo-tone Vynide. The seating position is rather upright, but quite comfortable, and the ease of adjustment of the front seat is a commendable feature. With the seat set for a driver of average height there is ample leg room for the rear passengers.

The combination of smaller engine and four-speed gear-box gives the *Ensign* a character of its own. The engine is quiet and free from fussiness throughout its range, and while flexible enough to please the driver who does not wish to change gear more often than necessary it is very willing to respond to one more enterprising.

It is well suited by the gear-box ratios, and a start from rest on first gear of 14.5 to 1, with a quick change up to second gear of 8.61 to 1, will take the car up to 30 m.p.h. in 6.1 seconds. Second gear seems particularly useful, for on it one can surge up to 40 m.p.h. without any feeling that the engine is being unduly pressed. Third gear of 5.66 to 1 proves admirable for rapid overtaking or fast climbing of long main road gradients approaching, say, 1 in 10, for it can be usefully held into the 60 to 70 m.p.h. bracket. On top gear of 4.1 to 1 the maximum speed in favourable conditions is little short of 80 m.p.h.

With such performance available there is no difficulty in covering 40 miles in the hour in average conditions of traffic without causing alarm or discomfort to the nervous passenger, or inconvenience to other road users. If, when cruising easily and quietly at 60 m.p.h., it is necessary to reduce speed to 20 or 30 m.p.h., a change-down to second or third will take the car back to its cruising gait with quite astonishing rapidity. Even from rest 25 seconds is sufficient to attain a mile a minute.

Obviously there can be little fault to find with the road-holding. Roll on corners is small, unless they are deliberately taken at speed in order to discover its extent, and the steering is light and free from any suspicion of oversteer. The brakes, with two leading shoes in the front drums, are powerful with only moderate pedal pressures and showed no symptom of fade in normal fast driving.

Indeed, the *Ensign* is a car that the average driver will enjoy handling. The gear-lever is cranked to bring it within easy reach, the pendant pedals are nicely spaced, the accelerator is of organ type, and the dip switch is to the left of and slightly above the clutch pedal. The spring of the accelerator pedal was on the strong side, I found, but this could easily be altered to individual taste.

Instruments and subsidiary controls are neatly grouped in front of the driver and are not hidden by the two-spoked steering-wheel. The speedometer has no trip mileage recorder, is cowed to prevent reflections in the screen, and is illuminated at night by a green light controlled by a rheostat so that its brightness may be adjusted. The fuel gauge is the only other instrument standardised, but provision is made for other instruments as extras.

Two extras fitted on the car tested were a screen-washer, which proved invaluable in showery weather, and a heater, which was so efficient that even on a cold day its output to the car was cut down to the minimum, and mostly devoted to demisting, which it performed expeditiously.

Equipment is adequate and includes key-operated locks to both front doors; self-parking screen-wipers; flashing light indicators; warning lights for dynamo charge, oil pressure, main beam and direction indicators; a parcel shelf in front of the passenger; pull-out ashtrays in each end of the fascia; a courtesy light operated by opening either of the front doors; and a sun visor in front of the driver.

Starting handle, jack and tools are, of course, provided, but no provision appears to be made for stowing them. The spare wheel has its own compartment beneath the really roomy boot, which provides 14 cub. ft. of luggage space, and which has a lock with a separate key so that its contents can be safeguarded at all times.

Features which are decidedly practical are the spring-counterbalanced bonnet, which is easy to open and remains open automatically, the accessibility of the battery alongside the near side of the engine compartment so that there is no excuse for neglecting to top it up, the automatic stay for the boot lid, and the 12-gallon petrol tank.

As the fuel consumption averaged 30 m.p.g. this gives the car a very useful range without refilling. At a lower average speed an even better figure is, of course, possible and is doubtless in part due to the comparatively high final drive ratio of 4.1 to 1. The position of the petrol filler cap, high up on the rear panel, is also a good point, for it allows fuel to be served as fast as the pump can deliver it without any blow-back.

In short, the *Ensign* is an economical car for the family man who wants a combination of comfort and performance at a reasonable cost. Its basic price is £599, and the total price with purchase tax £899 17s. Apart from the extras mentioned, others available are duo-tone exterior finish, leather upholstery, overdrive and radio.

MOTORING NOTES.

A Touring Service for motorists going abroad this year has been introduced by B.P. By filling in an application at their local B.P. garage they receive the Planning Kit, which includes European maps, conversation guide and other aids, together with coupons which on their arrival abroad will be exchanged for the *En Route* kit. In this are local maps, touring information, and a

33½ r.p.m. souvenir gramophone record.

Two important sporting events to be held this month are the European Grand Prix at Spa on June 15, and the Le Mans 24-Hours on June 21-22. Tickets for the various grandstands and car parks at Le Mans can be obtained from Cook's Autotravel Service, Berkeley Street, London, W.1, who also offer tours to the race by rail at 26 guineas and by coach and air at 29 guineas.

A central floor gear change can now be obtained as an alternative to the standard steering-column change on Austin A55, A95 and A105 models at an extra cost of £5 plus £2 10s. purchase tax.

Output of the British motor industry for the first quarter of the year totalled 278,355 cars, of which 132,323 were exported.

On May 3 membership of the Institute of Advanced Motorists was 6532.

International customs papers are not now required by tourists taking their cars to France, and the formalities for the issue of petrol cheques have accordingly been altered slightly. These cheques reduce the price of petrol to 4s. 9d. or 5s. 1d. according to grade and can now be obtained from French banks in Great Britain or branches of Thomas Cook and Son Ltd., on production of the car logbook and the driver's passport.

Additional facilities for visitors during the Lourdes Centenary and the Brussels Exhibition are afforded by a new information centre of the Paris Syndicat d'Initiative at 7, Rue de Balzac, Paris. Information on the availability of hotel accommodation in Paris, Lourdes, Brussels and certain French provincial towns may be obtained until late at night.



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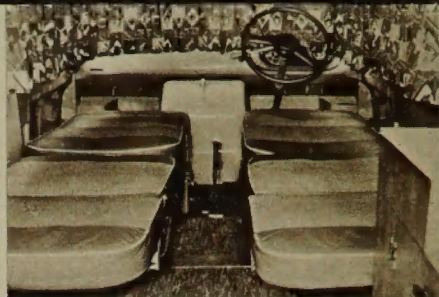
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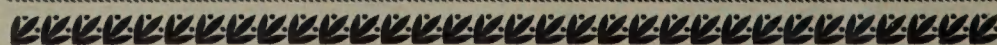
The Rt. Hon. LORD HAILSHAM, Q.C. APPEALS FOR CANCER RESEARCH

Lord Hailsham writes: "The Imperial Cancer Research Fund, which is under the highest medical and scientific direction, is continually engaged in the work of Cancer Research in its own modern laboratories. The work is now to be still further increased in new laboratories at Lincoln's Inn Fields. Very heavy expenditure is involved, and help is urgently needed from generous-hearted people to meet the cost. I hope, therefore, that the appeal may evoke a most generous response."

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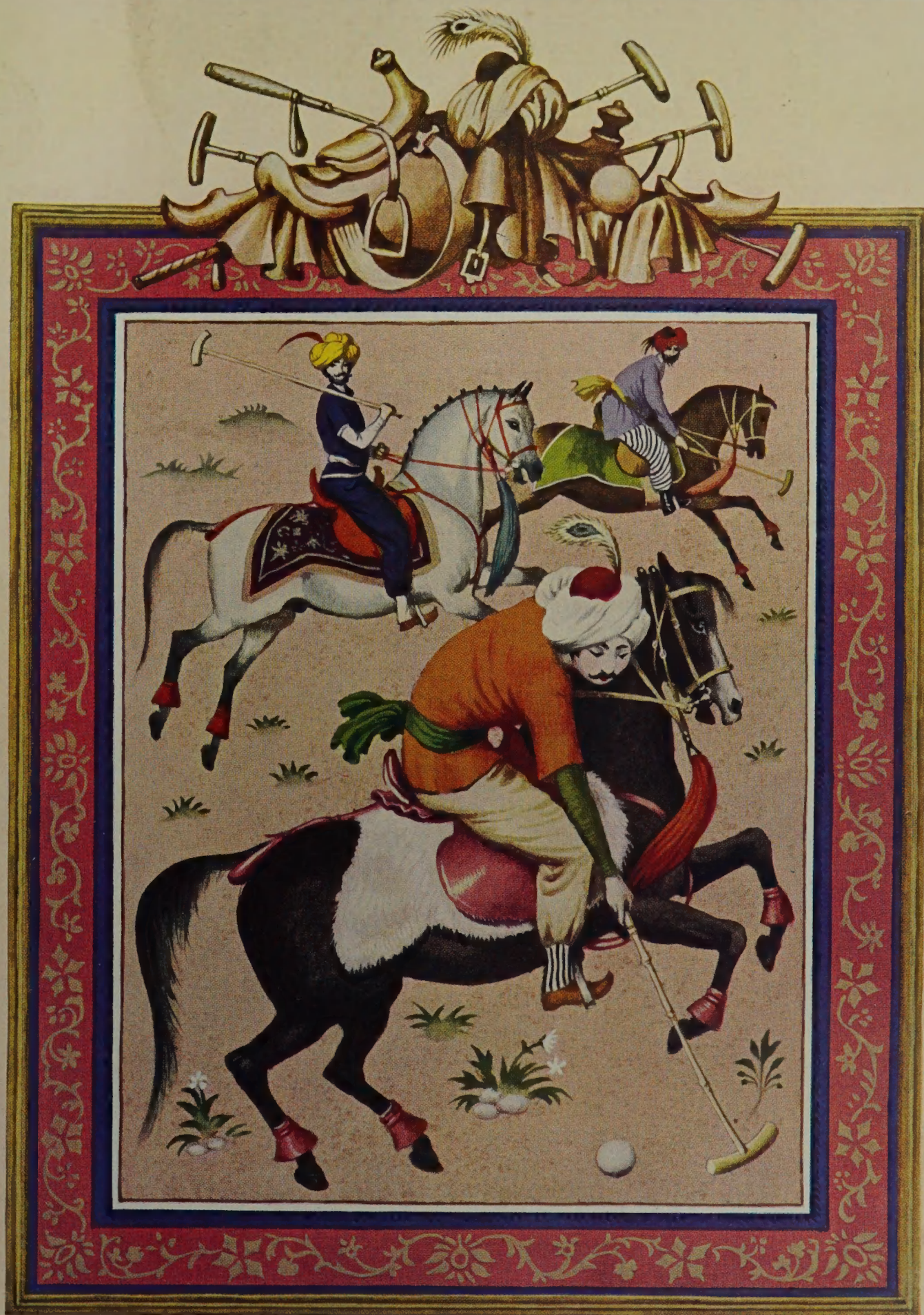
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MACDONALD'S—SINCE 1858



June

Mention Hounslow Heath and most people will think of Dick Turpin and his friends. Few will remember that the Heath was the scene of the first recorded polo match in England, between the 9th Lancers and the 10th Hussars. That was in 1871 and a lot of polo has been played since. Indeed, we are now in the middle of the 1958 season, but the news is unlikely to stir the blood of the ordinary man. If he thinks of polo at all, it is as a kind of hockey on horseback. (He would be nearer the mark to think of hockey as a kind of polo on foot.) Regrettable though it may be, the fact remains that polo is unlikely ever to become Everyman's cup of tea. Clearly, then, its appeal must be vastly different from that of the Midland Bank which, with every day that passes, becomes more and more the bank for everybody.

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